The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & CO. LIMITED. General Agents.

NEW SERIES No. 1310. 日四初月八年五十二緒光 FRIDAY, SEPTEMBER 8, 1899. 五拜禮 號八月九英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL (SUBSCRIBED AND PAID-UP) ..... Yen 12,000,000
RESERVE FUND ..... „ 7,300,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Agent.

Hongkong, 1st August, 1899. [382

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $11,000,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. SIEBS, Esq., Deputy Chairman.
E. Goetz, Esq.,

A. Haupt, Esq.	A. J. Raymond, Esq.
R. H. Hill, Esq.	P. Sachse, Esq.
The Hon. J. J. Keswick.	E. Shellim, Esq.
A. McConachie, Esq.	R. Shewan, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

THOMAS JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

	Shanghai Taels.
SUBSCRIBED CAPITAL	5,000,000
PAID-UP CAPITAL	2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	HANKOW.
CHEFOO.	PEKING.
CHINKIANG.	SWATOW.
FOOCHOW.	TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq.
Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq.
D. Gillies, Esq. | T. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %
Hongkong, 30th May, 1899. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposit for 12 months ... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
SHANGHAI	*Coromandel*	F. W. Vibert, R.N.R.	About 15th Sept.	Freight or Passage.
LONDON, &c.	*Bengali*	S. Barcham	Noon, 16th Sept.	Freight or Passage.
JAPAN	*Rosetta**	C. C. Talbot, R.N.R.	4 P.M., 16th Sept.	Freight or Passage.
JAPAN	*Candia**	W. H. Haughton, R.N.R.	About 18th Sept.	Freight only.
LONDON, &c.	*Canton*	C. F. Lockstone, R.N.R.	About 21st Sept.	Freight or Passage.

* (Passing through the Inland Sea). † (See Special Advertisement).

For Further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 7th September, 1899. 15

CLUB WHISKY
IS THE BEST.

$12.00 ... ... PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20

"CANADIAN CLUB."
RYE WHISKY.

Telephone 76.

Distilled and bottled by:—
HIRAM, WALKER & SONS, Limited.
Age and Genuineness, Guaranteed by the Excise Department of the CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
SOLE AGENTS.

15, Queen's Road,
Hongkong, 5th September, 1899. [15

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SIOEN, Manager.

Yokohama, 1st October, 1897. [36

HONGKONG HOTEL.

BOARD AND RESIDENCE.

On Monthly Terms from 1st May, 1899.

GREAT CLEARANCE SALE ON
MONDAY, 4TH SEPT.,
AND THE ENSUING WEEK.
STARTLING REDUCTIONS.
FOR ONE WEEK ONLY.

W. POWELL & Co.,
Immed. Opposite P. O., 1st floor.

27]

Intimations.



"'Twas Schlitz that led the Yankee boys to Victory"!!

Thats' what they all say.

If it's hot, you must drink and Schlitz is the swizzle.

Drink it down boys! It was the best beer on the firing line and can't be beat in Hongkong!
Dewey Drinks It!!!

Ask for it and be cool!

Wash Manila from your systems!!

WATKINS, LIMITED. [4

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SEEF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

SUPERINTENDENT ..... THOS. SKINNER

27] DODWELL & CO., LIMITED, General Agents.

PEAK HOTEL
AND
CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level.

CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street.
Hongkong, 4th January, 1899.

GEO. J. CASANOVA,
Manager.
[28

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242

THE HONGKONG COTTON SPINNING, WEAVING AND DYEING CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ANNUAL ORDINARY MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the General Managers on SATURDAY, the 9th September, at NOON, for the purpose of Receiving the Report of the Consulting Committee, and Statement of Accounts to the 31st July, 1899, also for the consideration of the following EXTRAORDINARY RESOLUTION, which will be submitted to the Meeting:—
"That in Paragraph 2, Clause XVI, "in Articles of Association, the figures "$1,000,000 be substituted for $500,000."

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 26th August, 1899. [1085

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the Hongkong Electric Company, Limited, will be held at the COMPANY'S OFFICES, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 16th day of September, 1899, at 12 o'clock NOON, when the SUBJOINED RESOLUTION which was passed at the Extraordinary General Meeting of the Company held on the 26th day of August will be submitted for confirmation as a SPECIAL RESOLUTION.

RESOLUTION.

1. That the Capital of the Company be increased to the Sum of $600,000 by the issue of 30,000 New Shares of $10 each, which shall be considered part of the Original Capital and be subject to the provisions in the Articles of Association contained with reference to calls transfer, transmission, lien, surrender, voting power and otherwise and that the Directors be authorized to issue such New Shares at par.

2. That the said New Shares be offered to the persons who on the 16th day of September, 1899, shall be the Registered Members of the Existing Shares in the proportion of a New Share for each Existing Share held by them.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th August, 1899. [1099a

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send a STATEMENT of BUSINESS contributed during the Half Year ended 30th June, 1899, on or before the 15th September, on which Date the ACCOUNTS will be CLOSED.

By Order of the Board of Directors,
THOS. I. ROSE,
Secretary.

Hongkong, 24th August, 1899. [1077a

HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the REGISTER of SHARES of the Company will be CLOSED from SATURDAY, the 16th to the 23rd day of September, (both days inclusive) during which Period NO TRANSFER of Shares can be Registered.

By Order of the Board,
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th August, 1899. [1100a

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS,
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's
CELEBRATED OPERA GLASSES,
MARINE GLASSES and SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [40

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—PRICE...$160.
A special reliable Watch made for this Climate.

Quality A $16
Quality B $12

40, *QUEEN'S ROAD*,
Watson's Building.

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HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the PAVILION, on TUESDAY, the 19th instant, at 5.15 P.M.

JAMES A. LOWSON,
Hon. Secretary.

Hongkong, 1st September, 1899. [1116a

WANTED.

A SMART PORTUGUESE YOUTH about 20, MUST be Quick at Figures. Apply by Letter, stating Salary required to

"A.H."
c/o This Office.

Hongkong, 7th September, 1899. [1140a

WANTED.

A PORTUGUESE CLERK; must be proficient in BOOK-KEEPING.

Apply
"Z.Y.X."
c/o This Paper.

Hongkong, 1st September, 1899. [1087a

WANTED.

FOUR LARGE ROOMS on the Ground Floor or First Floor, in or near QUEEN'S ROAD CENTRAL.

Apply to
"X,"
Care of Office of this Paper.

Hongkong, 4th September, 1899. [1133a

Insurances.

THE EQUITABLE
LIFE ASSURANCE SOCIETY
OF THE
UNITED STATES.

SURPLUS
OVER ALL LIABILITIES AMOUNTS TO NEARLY
TWELVE MILLIONS STERLING.
This
SURPLUS
belongs exclusively to Policyholders'

Paid to Policyholders during 1898
OVER £4,980,000 STG.

WHAT YOU WANT TO KNOW about a
LIFE INSURANCE COMPANY
is just what you want to know about a Bank or any other Institution in which you thought of investing:

What is the company's earning ability as shown by its past history?

What is the outlook for future dividends as indicated by its accumulated Surplus?

These two questions answered, and the rest is of secondary importance.

Apply to the 'EQUITABLE' for full Particulars.

F. KIENE,
1063a] Acting Manager, Hongkong.

COMMERCIAL UNION ASSURANCE COMPANY, LIMITED.

FIRE. MARINE. TYPHOON.

Capital $25,000,000
Total Assets Exceed $45,000,000
Total Annual Income Exceeds ... $16,000,000

I HAVE This Day OPENED a BRANCH of the MARINE Department of the COMMERCIAL UNION ASSURANCE COMPANY, LIMITED. FIRE, MARINE and TYPHOON RISKS accepted at LOWEST CURRENT RATES.

By Order of the Board of Directors,
W. H. T. DAVIS,
Local Manager.

2, Duddell Street,
Hongkong, 1st September, 1899. [1115a

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [18

Insurance.

WHY YOU SHOULD INSURE WITH

THE NEW YORK LIFE INSURANCE Co.,

(The Oldest International Life Insurance Company in the World).

SUPERVISED BY 82 GOVERNMENTS.

A POLICY with the Single Condition that the **PREMIUMS** be paid as agreed. A Policy with no restrictions regarding **residence, occupation, travel, habits of life, or cause of death** and at the same time including the greatest number of **Privileges, Guarantees and Benefits** ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, **who alone receive the Profits, having no share or stockholders,** with over

GOLD - - - - - - - - - $1,000,000,000

of insurance in force To-day.

The following is a comparison of the three Largest Companies:—

OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.

The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash:

NEW BUSINESS FOR THE YEAR 1898.

	No. of Policies.	Am't of Insurance.	Premiums.
		Gold.	Gold.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders)	73,471	$152,093,369	$6,054,499
Mutual.....	51,785	128,780,088	5,146,549
Equitable (Capital Stock $100,000)	42,030	121,267,516	4,486,654

The New-York Life Led its Nearest Competitor, the Mutual, in placed and paid-for business by 21,686 new policies, representing Gold $23,313,000 of insurance, and Gold $988,000 of premiums.

The New-York Life Led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold $30,825,000 of Insurance and Gold $1,567,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBERG & CO. and BIRLEY DALRYMPLE & CO., Agents, Hongkong.

1113a]

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above TO-MORROW, the 9th instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer.

The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1121a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"SHANSI,"

Captain Carnaghan, will be despatched as above TO-MORROW, the 9th instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1145a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Robson, will be despatched for the above Ports, on SUNDAY, the 10th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 8th September, 1899. [1141a

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"ESMERALDA,"

Captain Cobban, will be despatched for the above Port, on TUESDAY, the 12th instant, at 4 P.M.

This steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to

SHEWAN, TOMES & Co., General Managers.

Hongkong, 8th September, 1899. [1142a

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1146a

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1147a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 8th September, 1899. [1148a

To-day's Advertisements.

NOTICE.

THE POSTPONED GYMKHANA MEETING will be held at HAPPY VALLEY, TO-MORROW. There will be a Steeplechase over Usual Course.

Hongkong, 8th September, 1899. [1143a

HONGKONG RIFLE ASSOCIATION.

INTERPORT PRACTICE AND SPOON COMPETITION.

TO-MORROW (SATURDAY), the 9th instant, at 3 P.M.

Ranges.—200, 500 and 600 yards.

MOWBRAY S. NORTHCOTE, Hon. Sec.

Hongkong, 8th September, 1899. [135

FRESH AUSTRALIAN BUTTER.

JUST LANDED a Fresh Consignment of ROSEBUD BRAND, FRESH ROLLED BUTTER, and to be had always at very Moderate Price.

H. RUTTONJEE, 13 & 15, D'Aguilar Street, Hongkong, and 21 & 22, Elgin Road, Kowloon.

Hongkong, 8th September, 1899. [1144a

Intimations.

NOTICE.

PRIVATE BOARD and RESIDENCE, 166, Queen's Road East.

Mrs. HORTON.

Hongkong, 30th June, 1899. [853a

A. S. WATSON & Co., LIMITED,

SEEDSMEN.

OUR SHIPMENTS OF FLOWER AND VEGETABLE

SEEDS

OR THE SEASON 1899/1900 ARE NOW READY FOR DELIVERY.

Orders are executed from New Stock only.

Priced Catalogues, with Hints for Gardening, can be obtained on application.

These SEEDS are supplied to us by the best growers in the World. It is particularly requested that care be taken when sowing, and supervision exercised over Chinese gardeners, whose incompetence in dealing with the seeds may sometimes lead to disappointing results.

CLAY'S FERTILIZER

Supplies natural nourishment to the soil.

IN TINS.

10lbs. each - - - - - $1.75

28lbs. „ - - - - - - $4.50

RANSOME'S LAWN MOWERS.

The Best and Cheapest Machines in the Market. Supplied at Manufacturer's Prices.

FERMINGER'S MANUAL OF GARDENING FOR THE TROPICS

PRICE $7.50.

A. S. WATSON & Co., Limited.

ESTABLISHED A.D. 1841.

BIRTH.

On the 4th instant, at 25, Nanking Road, Shanghai, the wife of FREDERICK DUMFRIES, of a son.

DEATHS.

At 10.30 p.m. on the 25th ulto., at the International Hospital, Kobe, H. PAUL, a native of Germany.

At the General Hospital, Yokohama, on the 26th ulto., ELLA SARGENT BRENNER, wife of Mr. W. H. Brenner, of Messrs. Frazar & Co.

The Hongkong Telegraph

HONGKONG, FRIDAY, SEPTEMBER 8, 1899.

NOTES AND COMMENTS.

THE TRANSVAAL CRISIS.

President KRUGER apparently seems bent upon war and nothing else. We are told that he has withdrawn the offer of a five years' franchise and now the telegram which we publish states that he has even gone so far as to repudiate British suzerainty. We do not want to see war with the Transvaal, for, as we have pointed out, it must be a long and bloody struggle and will cost us much both in money and men, but when a petty state attempts to throw off the last traces of its dependence then we do not think that there can be any other way out of the difficulty than a resort to forcible means to bring the erring one to reason. Even a pro-Boer paper has stated that public sympathy has been alienated from the Transvaal by this last impudent demand and, this being the case, it is difficult to understand the action of Mr. KRUGER, unless, indeed, he is assurred of the support of some foreign power. The Orange Free State has disowned him, as also has Germany, and yet he appears to be bent upon a war which can only have one end unless he received powerful outside support. Where that support is to come from is a problem that may well occupy the minds of all.

* * *

KANG YI.

SO KANG YI, the Lord High Extortioner, has come south, prepared to squeeze as many dollars as possible from the subjects of the Empress Dowager in order to refill the impoverished coffers of his imperial mistress. We do not look upon his visit with joy, for so far as we can see it will not tend to reduce the state of lawlessness at present prevailing in the Two Kwangs, but will tend to augment it and drive the people to desperation. Matters are bad enough now, in all conscience, when silk merchants are blackmailed openly by brigands, but when KANG comes along and adds his demands to those already made it will probably be the last straw. British trade has for years been contending against illegal exactions upon the part of the Mandarins, even when they had only their own nests to feather, but now that they will have to pinch and squeeze to satisfy the rapacious demands of KANG we may expect to see matters rendered infinitely worse. Directly he has left the Two Kwangs a period of retrenchment will be inaugurated by the Mandarins in order to regain the losses caused by his visit and the Imperial Troops, useless as they are at the best of times, will be reduced to the lowest possible strength and so piracy and brigandage will receive a fillip such as has not been experienced for years past. KANG's advent cannot possibly be looked upon as anything but a grievous misfortune, not only to the Chinese, but to the foreigner as well.

TELEGRAMS.

REUTER'S TELEGRAMS.

BETTING ON THE LEGER.

LONDON, September 6th.

3 to 1 on Flying Fox.

100/30 against Caiman.

20/1 „ Victoria May } Skupos } Dominie

33/1 against all others.

Only the above named will probably start.

LATER.

CRICKET.

Australia has beaten the South of England by 110 runs.

THE LEGER.

1.—Flying Fox.

2.—Caiman.

3.—Scintillant.

THE TRANSVAAL DIFFICULTY.

The last published despatch of the Transvaal admits the rights of Great Britain to protect her subjects under the London Convention, but denies the Suzerainty of Great Britain. It accepts the Conference at Cape Town.

The *Capetown News*, hitherto pro-Boer says that the public has no sympathy with the demand for the abandonment of the British Suzerainty. The Cabinet will meet on Friday.

[From Japanese Papers.]

The Riot at Amoy.

FULL PARTICULARS.

TOKYO, August 28th.

A telegram to the Government in regard to the disturbance at Amoy states that on the 23rd inst., Mr. Matsumoto, a clerk in the Japanese Consulate at Amoy, with a police inspector visited the ground selected for a Japanese settlement in order to delimitate the area, when hundreds of Chinese rose and attacked the Japanese officials. Mr. Matsumoto and the police inspector were slightly injured.

The cruiser *Takachiho* has arrived at Amoy from Formosa and order is restored.

It is stated that the inhabitants of Amoy have opposed the establishment of the Japanese settlement on the site chosen for the same reason as the people made a disturbance last year against the extension of the French Settlement at Shanghai, land occupied by a cemetery being in both cases chosen. At Amoy the Chinese understood the establishment of the settlement as the occupation of territory.

Their is no fear that the disturbance will be renewed.

TOKYO, August 28th.

According to a later telegram which has reached the Government, the survey of the ground for the settlement at Amoy has been completed in peace, and the area has been delimitated. At first 100,000 tsubo was demanded, but the extent was reduced to 40,000 tsubo. It is considered necessary to remove the graves of the Chinese which are within the limits of the settlement. From the first the Chinese were opposed to the removal of the graves, and this caused the trouble, but the inhabitants have now agreed to a compromise by which Y5 will be paid for each grave. It is estimated that 10,000 graves will have to be removed.

The Opening of Talienwan.

TOKYO, August 28th.

At St Petersburg dispatch of the 25th inst. to the Government states that the date of the opening of Talienwan is not yet decided on. It is said that some time will be required for construction of streets and the improvement of the harbour before the port is opened.

Storms and Floods.

YAMAGUCHI, August 28th.

A storm set in early this morning and abated at 10 a.m., when a heavy down-pour of rain fell which continued till 1.20 p.m. The rivers are swollen.

OITA, August 28th.

A violent gale, accompanied by a heavy rainfall, has been experienced. The rivers have overflowed, causing floods at several places in consequence.

The Yokohama Electric Tramway.

TOKYO, August 27th.

The Yokohama Municipal Assembly decided the day before yesterday to permit the construction of the electric tramway on certain conditions. The decision was immediately reported to the Governor.

The Italian Demand on China.

TOKYO, August 29th.

A Peking dispatch has been received at Tokyo, stating that the representatives of Italy and China have met four times, to negotiate with regard to the Italian demand, but that very little progress has been made. They were to meet a fifth time to-day.

The Amoy Riot.

TOKYO, August 29th.

A telegram which reached the Foreign Office yesterday states that the Chinese Commissioners who inspected the ground for the settlement at Amoy went back to Fuchau on the 27th instant.

The wound received by Mr. Matsumoto, the clerk in the Consulate, is slight.

Nothing has yet been decided by the Government regarding the course to be taken for redress. It is believed that the Japanese Government will be content with the payment of compensation for the wound received by Mr. Matsumoto, in view of the present condition of Chinese administration.

Derailing of a Sanyo Train.

HIMEJI, August 29th.

News has reached here that a Sanyo train, which left Kobe at 4 a.m. this morning, derailed at the Mantomi Station, and three passengers were injured. Owing to the interruption of the telephone, it is impossible to obtain particulars.

Plague in Mauritius.

PROGRESS OF THE EPIDEMIC.

LONDON, August 28th.

News from Mauritius for the week ending the 24th inst. states that during the week forty-five cases of plague were reported, with thirty-three deaths.

The United States and the Philippines.

TRADE IN THE SULUS.

LONDON, August 29th.

An announcement has been made there will be no trading restrictions imposed in the Sulu Archipelago.

The Situation in India.

PRICES RISING.

LONDON, August, 29th.

In consequence of the lack of rain, and an apprehended failure of the crops, prices are rising thoughout India.

Serious Accident at Chicago.

COLLAPSE OF NEW COLISEUM.

LONDON, August 29th.

The steel framework of the new Coliseum now under construction at Chicago has collapsed, and twelve people have been killed.

Death of a Russian Charge d'Affaires.

SEOUL, August 29th.

M. Domitrewsky (?), the Russian Chargé d'Affaires at Seoul, died this morning.

Foreign Settlements in China.

TOKYO, August 30th.

Negotiations are now in progress between the Consuls of various Powers at Chefoo and the Tsung-li Yamen for the extension of the foreign settlement at that port.

A general foreign settlement is to be established at the Santo-o, which was opened to foreign trade last year, the Peking Government already giving its consent.

TOKYO, August 30th.

The site of a settlement under the exclusive control of Japan at Newchwang was recently chosen on the banks of the river Liao, and the negotiations were entered upon with the Chinese local authorities. But owing to the strong opposition of the Chinese to part with the site chosen the negotiations fell through. The local authorities agreed to that part of the site on the left bank, however, and the matter has been arranged between Mr. Yano and the Tsungli Yamên. The area of the ground selected is 40,000 *tsubo*. The Japanese Consul still continues his demand for the settlement to extend to the right bank.

The Riot at Amoy.

TOKYO, August 30th.

The rioters at Amoy dispersed on the day they rose and everything is now quiet. There being still cause to fear a renewal of the disturbance, however, Mr. Yano, the Japanese Minister at Peking, has recommended the Foreign Office to dispatch another warship to the port. The cruiser *Takao*, now at Shanghai, has therefore been ordered to proceed to Amoy.

...rms and Floods.

A SHOCKING DEATH ROLL.

TAKAMATSU (Shikoku), August 30th.

The investigations made by the authorities into the damage caused by the recent storm in this prefecture show that 3,242 houses were demolished, 208 persons were crushed to death by the falling débris, 9 persons drowned and 114 injured. Some 15 cows and oxen were killed. In addition, some 24 houses were destroyed by fire.

YAMAGUCHI, August 30th.

A strong north-easterly gale, accompanied by a downpour of rain, was experienced here yesterday afternoon. The Miyano river has risen 7 feet and the bank has given way to an extent of 300 feet. Some 44 houses have been flooded above the floor and 119 others inundated. The ground under cultivation was submerged to the extent of many acres. The rain ceased at 9 p.m. and the water subsided. Many bridges have been washed away at other places in the district.

Japanese Development of Chinese Coal Mines.

TOKYO, August 30th.

An agreement has been signed between Ken Yo, a Chinese merchant at Yokohama, and Mr. Wada Yazo, a Japanese at Yokohama, to work a very rich coal mine in South China, covering an area of almost 12,000 *cho* (about 50,000 acres). The quality of the coal is said to be not inferior to English Cardiff coal, and Chinese capitalists will co-operate in the undertaking and import the coal into Japan. Application has been made to the Foreign Office and the Agricultural and Commercial Department in regard to the agreement, and operations will be started immediately on the application being granted.

Marquis Ito and the Chinese Minister.

TOKYO, August 30th.

Mr. Li Shih-tao, the Chinese Minister at Tokyo, has applied to Marquis Ito earnestly requesting an interview with him on the occasion that the Marquis next comes to Tokyo.

The Emperor of Korea's Birthday.

TOKYO, August 30th.

To-day being the birthday of the Emperor of Korea, the Minister for the Imperial Household, the Minister for Home Affairs, the Vice-Minister for Foreign Affairs, and the foreign representatives in Tokyo paid a visit to the Korean Legation at 10 a.m. and offered their congratulations on the occasion.

The Crown Prince's Birthday.

TOKYO, Aug. 30th.

To-morrow being the birthday of H.I.H. the Crown Prince, their Majesties the Emperor and Empress sent Mr. Yamanouchi, Vice-Superintendent of the Empress's Household, to-day with the usual presents. The Crown Prince is now at Nikko.

Increased Railway Traffic.

TOKYO, Aug. 30th.

In view of the increasing passenger and goods traffic on the Hokuroku line of the Government railways, and also in response to the applications made by the inhabitants of Fukui, Toyama and Kanazawa, the Railway Bureau has decided to materially increase the number of trains on the line. The time tables of the trains on the Government lines will be amended.

WEATHER REPORT.

The Observatory report says:—

On the 8th at 11.45 a.m. The barometer has risen on the China coast. The depression is probably moving towards N.E. in Central Japan. Pressure remains high over China, with a slight gradient for N.E. winds on the coast and in the N. part of the China Sea. FORECAST:—Moderate N.E. winds; fair.

LOCAL AND GENERAL.

H.M.S. *Pigmy* arrived at Shanghai on the 3rd inst. and was to proceed to Hankow on Tuesday or Wednesday.

NEWS has reached the Kobe office of the N. Y. K. that the steamer *Yeijo Maru* has gone ashore at Tomoki in the Inland Sea.

ON the 4th inst. a slight improvement in the condition of Mr. Hearn, who recently was stricken with paralysis at Shanghai, continued, and he was able to take a little more nourishment.

A PRIVATE telegram received in Shanghai from Peking on 3rd inst. stated that it is intended soon to supersede the Viceroy Tan Chung-lin, of the Two Kwang provinces, but that his successor has not yet been named.

MR. J. McLeavy Brown, at great personal sacrifice to himself, has consented, at the earnest request of the Emperor of Corea, to renew for five years his engagement as Chief Commissioner of Customs, which expires next year.

THE Russian cruisers *Rurik* and *Admiral Korniloff* arrived at Nagasaki on the 30th ulto. and the *Vladimir Monomak* and the French cruiser *Jean Bart* arrived on the 1st inst. The *Coptic* lost an anchor and 15 fathoms of chain whilst lying there.

SWEET-PEAS grown from seeds taken from the tomb of an Egytian mummy 2,000 years old were exhibited at the Windsor flower show in England on July 28th. A London dispatch states that the blossom was a delicate pink and white in colour and of less than ordinary size.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel to-morrow (Saturday) evening from 8 p.m. to 9.30 p.m.:—

PROGRAMME:

1.—March	"The Gunners"	Monk.
2.—Valse	"Mabel"	Godfrey.
3.—Cantata	"Folk Singe of Italy" ...	Ramparetoff.
4.—Gavotte	"Pizzicats"	Watson.
5.—Sing	"Lascia Chio Pianga	Kappey.
6.—Barn Dain	"Happy Darkies"	Godfrey.

God save the Queen.

WE regret to record the death on Sunday night, says the *N. C. D. News*, of the well-known Chinese merchant and philanthropist, Mr. Yeh Ching-chong, at his residence here, at the age of sixty-five. The deceased gentleman was conscious to the end and personally dictated his last will and testament before a circle of intimate friends as witnesses. His estate is valued at Tls. 6,000,000 and of this he bequeathed Tls. 1,000,000 to his wife; Tls. 500,000 to his concubines; Tls. 500,000 to each of his six surviving children; Tls. 200,000 as a fund to help poor members of the Yeh clan; Tls. 40,000 to each of five of his oldest and most trusted employees; and various sums to the different charitable institutions in which he took an interest during his life-time.

THE *Universal Gazette* is authority for the statement that General Su Yuan-ch'un, who is now ostensibly *en route* for the South to settle frontier differences with the French in Kuangsi, was the other day verbally commanded by the Empress Dowager not to hesitate opposing force to force against French aggressions, and that she would hold him blameless if the exigencies of the case prevented him from first asking permission to repel any attacks on him.

WE translate the following remarks about Kang Yi, selected from the various vernacular papers here:—When Kang Yi's business is completed in the South he will have, according to a recent decree received by him, to travel Pekingwards overland by way of Shantung province, where he is expected to examine what has been done with the Yellow River works, since ex-Viceroy Li Hung-chang's visit there.—Kang Yi seems to have been extremely indignant at having been told recently that it costs Tls. 4,000,000, odd, per annum, to run the new Shanghai-Woosung Railway; and he has been heard to vow that he will denounce the whole affair and those who have charge of the Railway to the Empress Dowager when he gets to Peking.—Mr. Shen, the district magistrate of Paoshan (Woosung) seems to have gained the favour of the great man, for a memorial has been sent up to Peking eulogising Mr. Shen's ability and recommending that he be appointed the next Shanghai magistrate. The expectant Taotai Huang (former Shanghai magistrate) is also praised in the same memorial and recommended for the next Shanghai Taotaiship.—Kang Yi has denounced in a memorial to the Empress Dowager the mating of the Woosung forts and strongly advises their reconstruction. The local mandarins and those at Woosung have been instructed to set to work at once and prepare plans and estimates for the rebuilding of the forts on a stronger and more extended basis than formerly.—*N. C. D. Daily News.*

THE U.S. transport *Zealandia*, with the 1st Montana Volunteers, arrived at Nagasaki on 28th August and the *Valencia* was expected next day.

KANG YI, the Lord High Extortioner, arrived in Hongkong this morning on board the *Anping*, and left immediately for Canton on a Chinese cruiser. It is reported he has already squeezed 100,000 taels from the China Merchants Steamship Co. and a like amount from the Ping Company.

IT is widely believed in Peking, says a Shanghai contemporary, that the Empress Dowager's transplated rooms are intended for the reception of H.I.M. Kuang Hsü, who is to be dethroned this month, and a boy of nine is to be proclaimed Emperor, with the Empress Dowager as Regent.

THIS morning the *Retriever*, a British two-masted schooner, arrived in Hongkong from Honolulu. As this craft resembles the *Santa Cruz*, King O'Kee's vessel, which was reported as lost, some of our readers may have mistaken her for that speedy little craft. The Captain of the *Retriever* reports nothing of interest during the voyage, except that it was rather long.

THE AMERICAN SOLDIER'S SLANG DICTIONARY.

During the present epidemic of American troops in Hongkong the following glossary of some of the terms in use by them may be found of use or interest:—

"To rubberneck"—To look around to see what may be seen. To crane at a fence or over trenches.

"Rubbering around"—The act of "rubbernecking."

"Slumgullock" otherwise "slum" Hash as obtained in the average Chinese restaurant.

"Cold Feet" otherwise "cold gooted"—to be afraid, a coward.

"To hike"—to chase along, "hiking" pursuing.

"Dog robber"—a soldier who acts as lickspittle to his superiors.

"To throw down"—to get a chum into trouble.

"To slip the straps" (i.e., shoulderstraps)—to get a commission.

"Bootleg"—coffee.

"Gugu"—an insurgent. Name said to be invented by the 20th Kansas volunteers.

"The Old Woman"—a term of endearment applied to Major-General Otis.

"To call down"—to make an antagonist give in. To rate anyone soundly.

"A Rookie"—anyone who has been in the service ten minutes less than yourself.

"To shoot crap"—an interesting game played with two dice on a numbered board. Sometimes one wins, sometimes the other. (Generally the other).

"To hit the pipe"—to smoke opium.

"A Dope dollar"—a British, Mexican or any silver dollar except that of the United States.

"Bobtail"—a soldier discharged by reason of misconduct.

Here our informant tried to explain how unfair it was that he should be "bobtailed." Explanation proceeding as we go to press.

AT THE MAGISTRACY.

CHINESE METHODS.

Five Chinamen appared before His Worship this morning charged with assaulting another Chinaman. Mr. D'Almada appeared for defendants and asked for an adjournment and as complainant is seriously ill at the Hospital the request was granted until next Wednesday. It appears that there are two launches, owned by separate owners, running on the same line, from Hongkong to Sha-u-chang, in Mirs Bay, and that the boats were trying to run the other off the service. One of these boats was owned, or employed by the five defendants while an accountant was employed on the other. Last Wednesday the accountant reported to the police that his boat had been fired upon by the opposition boat when they arrived at Sha-u-ceang, they had also been fired upon by people gathered on the beach. In consequence of this information Detective Sergts Sullivan and Sims accompanied by two Chinese detectives went on board complainant's launch, and made the trip to Mirs Bay, keeping themselves well out of sight. On arrival at Sha-u-chang, the opposition launch manœuvred so that the boat was between them and the beach, as soon as this was effected two shots were fired at the complainant's boat, and a number of people from off the beach armed with rifles and knives waded out to the launch and seized hold of the accountant and gave him a severe battering. The police now showed themselves and rescued the complainant from his assailants, who thereupon ran away to the shore. Five men, however, were captured from the other launch and brought back to Hongkong, being charged with assault this morning. Captain-Superintendent May has gone to Mirs Bay on a torpedo boat to make further investigations.

A. R. W. F. PRIVATE IN TROUBLE.

Richard Baily, a private in the Royal Welch Fusiliers stationed at Kowloon was this morning sentenced to three months' imprisonment with hard labour for feloniously stealing $62 in money from the person of J. Mitchell, caretaker at Gap Rock light-house.

Mr. Mitchell in his evidence said that he had been sitting talking and drinking with a soldier, on the verandah of the Kowloon Hotel, he could not be certain if prisoner were the man, he could, however, swear to the paper produced as having belonged to him. After he left the Hotel he and Mr. Osborne, proprietor of the Hotel, went on a launch to return to Hongkong, while on the ferry he discovered he had lost an envelope containing $62 which he had received from the Harbour office to take to Gap Rock. Mr. Osborne returned to the Hotel at once.

Mr. Osborne said he found prisoner in the bar buying a bottle of whiskey, and he saw in prisoner's possession a piece of paper that looked like an envelope, he asked prisoner to let him look at the paper, and found "On Her Majesty's service" printed on it, besides other memoranda. The paper was the one produced in court. He called in a European Constable and prisoner was taken to the police station.

Prisoner in the station was searched, and nine $5 bills were found in one of his shoes.

In defence Baily said he had forgotten all about having the money, and knew nothing about the matter.

THE PLAGUE.

Cases reported to 7th instant 1,430

Do. do. during past 24 hours 4

Total 1,434

Deaths reported to 7th instant 1,368

Do. do. during past 24 hours 4

Total 1,372

THE U. S. IN THE PHILIPPINES.

ARMY EQUIPMENT.

Taken throughout, the equipment of Uncle Sam's forces in the Philippines is good, although in certain important cases there is decidedly room for improvement. In the first place the men had to carry too much—the heavy blue serge or flannel shirts and coarse brown canvas trousers in themselves being far more suited to a temperate than a tropical climate. As to the hats, queer as they appear to British eyes, there is not much wrong about them. Cases of true sunstroke have been extremely rare, although there have been large numbers of men stricken down by sheer exhaustion or heat prostration. The heavy belt, crammed with ammunition and carrying a revolver and bayonet, places far too much weight over the hips and when in addition to this a man has to carry his canteen (holding a pint and a half of water), haversack (with an additional hundred cartridges), half shelter tent, poncho or rubber blanket and other impedimenta, these things prove impedimenta in very truth. And when one has to carry, as I have seen done on several occasions, as many as 250 of the heavy Springfield cartridges, a blanket and two or three day's rations under a blazing sun for two or three days at a time, there is no doubt but that he was far too heavily handicapped in his pursuit of the lightly armed and clad Filipinos.

One of the prevailing troubles has been a kind of dobie itch which affects the feet. Hundreds of men, otherwise quite fit and strong, have been put fairly out of action through this cause alone. As to the rations supplied there can be no question—that is when they were available. Excellent beef, both canned and fresh, biscuits, coffee, potatoes and onions, together with tined beans, peaches and tomatoes, were always to be had when transport facilities allowed, often, however, nothing more than biscuits and coffee have been available as far as regular rations were concerned and the private enterprise did the rest. But the slaughter of the pigs, so plentiful in all the deserted villages, was prohibited on hygenic grounds. The Philippine chicken flies like a partridge, so that often little other provender than that provided by the defective transport has been forthcoming. Some amusing as well as satisfying meals have been got at times, however, but certainly not always. One day a certain company of the Washington regiment had had an arduous march. Provisions were scarce but they were near a large duck rearing establishment. A huge pot was accordingly procured, some 29 ducks were slaughtered, skinned, chopped up, the whole seasoned and soon the odour of a savoury stew greeted the noses of the ardently hungry warriors. But, lo and behold, just as the officiating cooks announced that all was ready, the order came for a fresh advance, everyone had to fall in and march, whilst a company of regulars who had come up to relieve them got all the meal and the capturers of the ducks went supperless to bed. It is but fair to the Commissary Department, however, to say that it has achieved marvels. Transportation has had to be effected under enormous difficulties and until the arrival of the huge Californian mules with their regular equipment of harness and wagons there was nothing to be relied upon but the eccentric looking (and sometimes going) *caribao* or water buffalo. The troops working in the neighbourhood of the railway of course were not so much troubled in this matter but even they occasionally went hungry to bed, the small force of engineers available, despite its heroic efforts, proving at times unpleasantly tardy in filling the gaps on the railroad made by the retreating foe.

THE VOLUNTEERS.

To the volunteers before everyone else must be given the credit for any success that the excentricities if not procrastinations of the administration have permitted. Of these, from the Nebraskas of the North to the Tennessees of the South, each and every "outfit" has done its duty well and manfully—that is wherever allowed to do so. These volunteer organisations had the pleasant task assigned them, in company with a couple of regiments of regulars containing a large percentage of war recruits, or men who had enlisted to serve only until the close of the trouble with Spain, of taking the rough edge off the Filipinos all through. Formed of men from every walk in life they went to work manfully and steadily.

Their officers, chosen from amongst themselves, in the majority of cases were more or less hail fellow well met with the men under their command. In many cases this worked well enough, but certainly not always. To hear a private tell a commissioned officer that he (the private) was "tired and was'nt going to while there were others around" would certainly surprise one who had "walked the mailed camp." What was more surprising, still was that generally little or no notice was taken of this act of insubordination. Many amusing stories are current of this style of thing but one of the best hails from the Tennessee regiment. A member of this concern was placed as sentry on an important post. The officer of the day approached. The sentry presented arms. "What are your orders?" "Hav'nt got none." "Did'nt the corporal of the guard tell you your orders?" "Yes." Here the sentry repeated his post orders and wound up with "You'd better look out for the officer of the day, he's a — — — — —." What the officer said is not recorded but, the unfortunate corporal probably heard something of the matter. This and other stories anent the Tennessees have been going the rounds for some time, but one that I have heard constantly repeated, even by men of the Tennessee regiment itself, seems almost too horrible to be really true. On February 5th last the regiment surprised and captured a dozen or so natives who were sent under escort to the Arsenal at Manila. Now the Tennessee gentlemen composing the escort did not care about the business whilst their comrades were fighting away for dear life. They had instructions to shoot any of the prisoners who attempted to run away. Accordingly a brilliant scheme suggested itself.—A battered pack of cards was produced and the party proceeded to rest by the roadside, the guard, of course, at some little distance from their prisoners. All of the latter save one quickly took to their heels. Then the Tennessees up with their rifles and after the the expenditure of a few dozen rounds of ammunition succeeded in disposing of the lot. Then they sent in two men with the remaining prisoner, they themselves returning to their companies. When the two men with their captive arrived at the arsenal the officer in charge wanted to know what had become of the others. "Oh, we ain't gonn'er be bothered with no prisoners," was the reply. "We only brought this yer in as a specimen." With that both gravely saluted and retreated.

Taken all in all, however, no prisoners of war could possibly have been accorded better treatment than the "insurrectos." As a matter of fact they are far better off when taken, sooner than they are when fighting *pro patria*. The writer has personally seen many instances of the U.S. Volunteers erecting shades to keep the wounded natives out of the sun's rays; has seen them bandaging up their bleeding wounds with their own "First Aid" bandages, giving them food, water, etc., pending the arrival of stretchers, or ambulances. The unwounded were required to do light work such as digging graves, cleaning up camp, etc., and in return for this they got all they wanted to eat, drink and smoke.

The average American Volunteer is a pretty whole hearted, good natured sort of a fellow who proved always willing to share his "red horse" (beef) or hard tack with the wandering correspondent. Nay, more; he has been known to turn out of his own tent and put in the night under the canopy of heaven to give shelter to the wandering journalist. He swears, chews tobacco continually, growls, plays "crap" or poker (thereby generally getting through much of his thirty odd dollars a month), he will, when on the firing line, steal anything he may take a fancy to one minute and throw it away the next, but as a material out of which much fight can be expected he is excellent. He has a craving for beer, knows more about the war than the whole of the executive, can waste more ammunition than he can carry, wounding nothing more serious than bamboos, but he can and has put up with the most horrible discomforts and privations, stood the galling and almost continuous Mauser fire for weeks and weeks without flinching or in any way showing the white feather. Should he be tempted to a little self glorification it is to be pardoned him.

In this regard one regiment, the First California has outdone any other. The San Francisco papers had numerous correspondents and, of course, everything the California regiment did came out in all the glory of half page headlines. One read that "Companies P. and Q. of the gallant First Californias, *assisted* by half a dozen other *regiments* and supported by the Utah Battery, after a desperate struggle captured so-and-so. If the truth had been known, however, it would usually have been found that the gallant First had really very little to do with the successes, except in the San Francisco papers. When these latter arrived in Manila the other volunteers who had done the "assisting" grew wild. The name of the gallant First became a sort of byeword, so much so that when some unlucky wight in describing his adventures chanced to draw the long bow his auditors would rise as one man and say "But *we* don't belong to the First Californias." This was once forcibly impressed on the writer. Travelling down to Manila from Malolos one evening three trains were met with crammed with troops bound for the front. In response to three separate queries of "Who are you, boys?" there came three separate chorusus of "The First Californias of course. What do you think." As a matter of fact the regiment did really excellent work and it was only the fulsome flattery and "booming up" it got in its own papers that made its name a byeword amongst the other regiments in the field.

It was interesting to note the composition of the rank and file of various regiments. For instance, the Colorados and Montanas were mainly miners; the Nebraskans and Kansas nearly all farmers. Throughout the whole was a wonderful sprinkling of doctors, dentists, lawyers, journalists and professional men of every sort whilst mechanics abounded everywhere. One company of the Montana regiment contained two comedians, two sleight of hand performers, three photographers, a lawyer and a master mariner, another, of the Pennsylvania regiment, the sons of three millionaire iron-masters. Thousands of the men had thrown up good positions at home either out of patriotism or love of adventure, but a few months' misery in the trenches or rest in the hospital has taken much of both out of them. The climax was reached when General Otis declared in answer to a Presidential query, that he had sufficient men for the work in hand. Then a regular outcry went up. Men who had been good and hardworking soldiers talked openly about throwing down their arms. They felt they were being illtreated and demanded that they be either relieved or taken home. The "volunteer regulars" or men who had joined the U.S. army for the war with Spain joined in the outcry. Many of them talked wildly enough but even their most absurd utterances appear to have been justified. They had joined the army on the condition that they be mustered out sixty days after the ratification of the treaty of peace between the United States and Spain. Now they were being kept for another war altogether, a war in the carrying on of which many of them had but scant sympathy and which others totally opposed. And when at last they did get their rights all sorts of inducements were offered them to re-enlist. Some did so but the great majority have returned or are returning home. Probably, after the way they have been handled, very few of them will ever care to enlist again.

THE MANILA OF TO-DAY.

With well armed bands of Filipinos some sixty miles distant on the northward and less than twenty miles to the south, occasional gangs of native banditti committing all sorts of depredations in the immediate vicinity, under an absurd martial law which compels residents to remain within doors after 8.30 p.m., with trade practically paralysed, food and other necessities of life at almost famine rates, stands the city of Manila twelve months after passing by right of conquest into the hands of the United States. It would be difficult to imagine a worse state of things even had the Filipinos gained their much and still desired independence. Even at present the American accused of crime has to be tried by Filippino judges under a modified form of the old Spanish law, judges whose very knowledge of English is so questionable as to make them need the services of an interpreter who perchance has an equally vague knowledge of the Spanish tongue. With army contracts given to those who furnish the most "palin oil," army promotion given to those who furnish what is known as the biggest political "pull," the town policed by military officers whose venility is such as to make the very Chinese and natives, accustomed as they have been to such matters under Spanish regime, complain, the state of matters in the first port of the Philippines is parlous indeed. For months past it has been gradually becoming the resort of many of the worst characters in the Far East, dozens of members of the gambling fraternity have assembled there, the United States army has discharged its criminal characters into the general swim, its business places have been converted *into pothouses and many of its private houses* into resorts unmentionable. As an offset to these evils what has been done? The streets have been swept a little cleaner than of old, the whitewash brush has been applied more or less to the exterior, the residences of the native demi-monde have been fired (and their inmates thus caused to mingle with the other people) and what else? Practically nothing. It is no exaggeration to say that at the present time many of the older and more reputable merchants of the place are in serious financial straits, the closing of the ports and apparently unquellable turmoil of the interior being responsible for this. Meantime to prosper the dweller in Manila must either obtain a Government billet, vend beer or starve. Dozens of discharged soldiers are remaining there, many of them men of great ability; the labour market is completely glutted and the end of the insurrection apparently no nearer than it was months ago. Meanwhile the executive at the Palace exhibits what may be either a smug self-complacency or else an utter indifference. It can hardly be the latter but should it prove the former it will be interesting to watch the upshot.

MALOLOS.

H.M.S. "POWERFUL."

H.M.S. *Powerful* came into the harbour yesterday, having made a remarkably quick passage from Japan. She left Yokohama at 2 p.m. last Sunday and arrived at Hongkong sometime yesterday afternoon. Her average speed was from 16 to 16½ knots an hour. During the latter part of the passage a little excitement was caused by the French mail steamer *Ernest Simons* trying to overtake the cruiser. Our men could not possibly allow this, and for the whole distance to port, the Frenchman could be seen emitting dense clouds of black smoke a short distance in the rear. We understand that arrangements previously made for the *Powerful* to go home *via* the Cape have been altered, and she will now meet the *Terrible* at Suez and if the *Terrible* has got through the Canal safely she will also undertake the passage. At Suez the *Powerful* will hand over the Chinese domestics to her relief.

WATER RETURN.

Level and storage of water in Reservoirs on the 1st September.

LEVEL.

	1898.	1899.
Tytam	2 ft. 5 in. below overflow	0 ft. 11 in. above overflow
Pokfulam	full	0 ft. 1 in. below overflow
Wong Nei Cheong	.....	0 ft. 1 in. below overflow

STORAGE GALLONS.

Tytam	364,550,000	392,680,000
Pokfulam	66,000,000	69,180,000
Wong Nei Cheong (approximation only)	.....	30,000,000
Total	430,550,000	488,860,000

Consumption of Water in the City of Victoria and Hill District during the month of August.

	1898.	1899.	
Consumption	107,980,000	115,593,000	gallons
Estimated population	196,500	202,000	
Consumption per head per day	17.6	18.4	gallons

Consumption of Water in Kowloon Peninsula during the month of August.

	1898.	1899.	
Consumption Approximation only	7,191,000	6,687,000	gallons
Estimated population	26,000	27,200	
Consumption per head per day	9.0	8.0	gallons

The Government analyst reports that the water is of excellent quality.

R. D. ORMSBY,
Water Authority.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

A DISGRACE TO THE COLONY.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—With your kind permission I should like to make public an experience I had yesterday and by making it known urge the authorities to remedy matters.

As I was talking to some of the American soldiers now in the Colony, a Chinaman came up to them and solicited their custom for a Chinese brothel (mind you, this was about midday). I warned the man, not to let me see him again on the same errand, as I should certainly give him in charge.

Shortly after I met a European constable and asked him to keep an eye on these gentry. Judge of my surprise when I was informed that the police had on several occasions lately, taken these men before the magistrate but had failed to obtain a conviction, as the only charge under which they could be prosecuted was "disorderly behaviour"! By the present state of the laws, a pimp cannot be convicted of "disorderly behaviour" as he is not breaking any of our many laws.

I was not satisfied with what the constable told me and, as I was passing the Central Police Station, I called in to see the Inspector-in-Charge. He fully confirmed what the constable had said, and added that the police were powerless in the matter until the bill for the protection of women and girls, now before the the Legislative Council became law. But that neceoessary measure seems to have got pretty well shelved unless the public demand that it should be passed through its final stages as soon as possible.

I should also like to point out that these men are always giving trouble by kidnapping and importing from China young females for immoral purposes. The sooner they are suppressed the better it will be for the community at large.

I am, etc.,

PUBLIC SERVANT.

Hongkong, September 8th, 1899.

NOTICES TO MARINERS,

NEWCHWANG DISTRICT.

ALTERATION IN NATURE OF THE "NEWCHWANG" LIGHT-VESSEL.

Notice is hereby given that the temporary Light-vessel *Omega* has been withdrawn and replaced by a Light-vessel having the following characteristics:—

The Light is Catoptric, showing a *white* flash at intervals of half a minute. It is elevated 35 feet above the sea, and in clear weather should be visible for a distance of 11 nautical miles.

A small *white* light will be exhibited from the forestay, at a height of 6 feet above the rail, for the purpose of showing in what direction the vessel is riding.

The Light-vessel is painted *red*, with the word "Newchwang" in the *white* letters on each side, and she has three masts, the mainmast being surmounted by a black ball.

During thick or foggy weather a steam Fog Horn will be sounded at intervals of 10 seconds.

If the Light-vessel be driven from her proper position to one where she is of no use as a guide to shipping, the usual Light will not be shown, but a fixed *red* Light will be exhibited at each end of the vessel; the ball will be struck as soon as possible, and till struck it will be surmounted by a *red* flag.

FOOCHOW DISTRICT.

ENTRANCE TO MIN RIVER.

PEAK SHOAL BUOY.

Notice is hereby given that the bank to the southward of the south point of Sharp Peak Island, the existence of which was notified in Notice to Mariners No. 340, has now been marked by a red conical Buoy.

The Buoy is moored on the southern edge of the bank, in 11 feet of water at low water of spring tides.

From the Buoy the southern extremity of Sharp Peak Island bears No. 4° W., magnetic, distant 3¾ cables.

Inward-bound vessels should pass this Buoy on their starboard hand.

By Order of the Inspector General of Customs,

W. FERD. TYLER,
Acting Coast Inspector.

THE "CENTURION'S" RELIEF.

We learn that H.M.S. *Centurion*, the flagship of the Commander-in-Chief is to be relieved on the completion of her present commission by the battleship *Glory*. The *Glory* is rather smaller than the *Victorious* but bigger than the *Centurion* the displacement of the three ships being 12,950, 14,900 and 10,500 respectively. The armament of the *Glory* is similar to that of the *Victorious* and heavier than the *Centurion's* consisting of four 12-inch guns, twelve 6-inch quick-firers, and eighteen 12-pounder quick-firers, besides lighter guns. She has five topedo-tubes, four of which are submerged. Her principal dimensions are length 390 ft.; beam 74 ft.; maximum draught 25 ft. 5 in., so that her beam being a foot less than that of the *Victorious* we presume that she will be able to dock here without difficulty. Her armour is 6 inches in thickness on her sides, 12 inches on citadel bulkheads, 12.5 inches on gun position and 3.2 inches deck plating. She is a twin-screw vessel and steams 18.75 knots against the *Victorious'* 17.5; she carries 1850 tons of coal and her complement is 700 men.

TSINGKIANGPU TO BE FORTIFIED.

In consequence of the great strategic importance the city of Tsingkiangpu, on the Grand Canal, will have should trouble arise in the northern portion of the Yangtze Valley, or in the vicinity of Shangtung, it has been decided in a full Grand Council, before the Empress Dowager, to heavily garrison and fortify that city and its immediate vicinity before the end of the current year, and the command will be given to General Su Yuan-ch'un, whom the French have named Marshall Su. This General will have his own corps, numbering 25,000 men, from Kuangsi with him, and an army of 20,000 men to be stationed near Chinkiang will act as a reserve to General Su's army.—*N. C. Daily News.*

A DOUBLE LIBEL SUIT.

TOKYO, August 29th.

The *Kensei Shimbun* has been for some time past publishing a serial story entitled "The Monster's Cave at Mount San-yen," and in this novel appear incidents which the proprietor of the *Jimmin* (the organ of the Liberal party) recognises as aimed at him as a gentleman and a journalist. He has now filed an action for libel, demanding damages to the extent of Yen 15,000. On the other hand, the proprietor of the *Kensei Simbun* thinks he was made the object of virulent attack in a certain article appearing in the *Jimmin*, and he accordingly has brought a libel suit against that journal. He puts his damages at Yen 50,000. Apparently the action and the counter-action are the result of ill-feeling between both parties arising out of political differences.—*Kobe Chronicle Cor.*

THE FIRE IN YOKOHAMA.

TEMPORARY PROHIBITION OF REBUILDING.

TOKYO, August 29th.

The Governor of Kanagawa has temporarily prohibited the rebuilding of houses along the streets in Yokohama recently destroyed by fire, pending a decision of the City Assembly on the proposed street improvement scheme. The ground proposed to be bought up by the Municipal authorities is now quoted at Yen 150 per *tsubo*.—*K. Chron Cor.*

THE CASE OF THE "ARGYLL."

The *Argyll's* position has changed somewhat since yesterday, says the *Kobe Herald* of 29th ulto., the storm of last night having driven her about 120 feet farther east and a few feet higher up on the beach. Work, at present, is suspended, owing to what we must be permitted, to refer to as the very discreditable, if not disgraceful, conduct of a Japanese contractor who undertook to erect a pier for the Nippon Yusen Kaisha. This man, not content with insitituting proceedings for the recovery of damages to the pier he was building, in the course of which (as already reported) he obtained an injunction to prevent work being done alongside the stranded ship, on his depositing five hundred yen, has been practically taking the law into his own hands. To this extent. He has placed obstructions in the way of work being carried on at the ship's side and has asserted a right to the beach where the *Argyll* lies.

The *Kobe Chronicle* says:—Mr. Matt. Smith, the Kobe manager of Messrs. Dodwell & Co., Limited, the agents of the *Argyll*, applied on the 26th inst. to the Kobe Water Police and City Office asking for assistance in the refloating of the *Argyll* in accordance with the Shipwreck Rescue Law announced this year. Messrs. Kambara and Shiraya, the clerks of the City Office, visited the steamer on the same day, and they were told that at present no extra assistance was required, but in case of necesity a supply of coolies would be asked for.

SHIPPING REPORTS.

Captain Stewart, of the steamship *Anping*, from Shanghai, reports:—Fine weather to Breaker Point, thence to port light variable winds and rainy.

Captain A. J. Robson, of the steamship *Hailoong*, from Coast Ports, reports:—From Tamsui to Amoy moderate northerly wind and sea, fine clear weather. Amoy to Swatow fresh N.E. wind and moderate sea, cloudy weather with drizzling rain. Swatow to port moderate following sea, wind, fine, clear weather to Mendoza, heavy rain from Mendoza to port. Vessel in Tamsui on the 5th inst.:—*Haiching*. In Amoy on the 6th:—*Jason, Glenfalloch, Haeting, Vizcaya*, and barque *Vale of Doon*. In Swatow on the 7th:—*Kiangpak, Damar, Haitan, Canton*, and *Paoting*.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.824
Thermometer	80.4
Humidity	77
Rainfall	8.33

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.96	29.90
Temperature	80	82
Humidity	80	76
Rainfall	0.37	—

TO-DAY.

Friday, 8th September, 1899.

Chinese—*4th of 8th moon of 25th year of Kwang-sü.*

Sun—*Rises*	5hr. 46min.
Sets	6hr. 8min.
High water—*Morning*	11hr. 0min.
Afternoon	10hr. 53min.
Low water—*Morning*	5hr. 2min.
Afternoon	4hr. 50min.

ANNIVERSARIES.

1855—Sebastopol taken.
1867—Great typhoon in Hongkong; much damage and many lives lost.
1876—Colonial Defences Committee appointed in England.

TO-MORROW.

Saturday, 9th September, 1899.

Chinese—*5th of 8th moon of 25th year of Kwang-sü.*

Sun—*Rises*	5hr. 46min.
Sets	6hr. 8min.
High water—*Morning*	11hr. 0min.
Afternoon	10hr. 53min.
Low water—*Morning*	5hr. 2min.
Afternoon	4hr. 50min.

ANNIVERSARIES.

1859—Sir Hercules Robinson assumed the Government of Hongkong.
1860—*Victor Emmanuel* proclaimed King of Italy.
1881—Military revolt at Cairo.
1896—The s.s. *Toka Maru* foundered off Jemposan; 60 lives lost.
1898—General Otis send ultimatum to Aguinaldo to withdraw his troops from Manila.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Laos*) to-morrow.
Indian (*Lightning*) 11th inst.
German (*Preussen*) 12th inst.
Canadian (*Empress of Japan*) 13th inst.
American (*Hongkong Maru*) 13th inst.
American (*China*) 22nd inst.

* * *

The Glen Line steamer *Glenfarg* left Singapore on the 7th inst. and is expected here on the 12th inst.

* * *

The Imperial German mail steamer *Preussen* left Shanghai *via* Foochow on Friday a.m. and may be expected here on or about Tuesday morning the 12th inst.

* * *

The steamer *Moyune* from Glasgow and Liverpool, left Singapore for this port yesterday, and may be considered due at Hongkong on or about the 13th inst.

* * *

The Imperial German mail steamer *Hohenzollern* left Nagasaki to-day (Thursday) at 4 p.m. and may be expected here on or about Monday morning the 11th inst.

* * *

The N. P. S. S. Co.'s steamer *Glenogle* arrived at Tacoma from Japan and Hongkong on the 5th instant; also that the Silk ex this steamer *Tacoma*, arrived in New York on the 3rd inst.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Nagasaki yesterday the 7th inst. at 5 p.m. and left to-day at 6 a.m. for Shanghai where she is due to arrive to-morrow the 9th inst. at 3 p.m.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba	at	Kowloon	Dock.
Isla de Luzon	"	"	"
Carlisle City	"	"	"
Esmeralda	"	"	"
H.M.S. *Bonaventure.*	"	"	"
Feihoo	"	"	"
Legazpi	"	"	"
Kongmun	"	"	"
D. Juan d'Austria	"	Cosmopolitan	"
P. C. C. Klao	"	—	"
Taiyuan	"	"	"
Chowtai	"	Aberdeen	"
Tartar	"	"	"

PASSED THE CANAL.

Outward—11th August—*Laos, Savoia.* 18th August—*Kawachi Maru, St. Gotlardo.* 22nd August—*Abergeldie, Acara, Afghanistan.* 25th August—*Glaucus, Siam, Java, Orestes, Vladimir.* 29th August—*Andalusia, St. Mary, Sachsen, Odessa,* 1st September—*Benlarig, Algoa, Bingo Maru, Omba Tonkin.*

Homeward—1st Sept.—*Kamakura Maru, Yangtsze.*

Shipping.

Arrivals.

CHING WO, British steamer, 2,517, H. C. Harris, 7th Sept.,—Yokohama via Ports and Amoy 6th Sept., General and Coal.—Holliday, Wise & Co.

HAILOONG, British steamer, 783, A. J. Robson, 8th Sept.,—Tamsui 5th Sept., Amoy 6th, and Swatow 7th, General.—Douglas, Lapraik & Co.

HOIHAO, French steamer, 509, J. C. Gerard, 8th Sept.,—Pakhoi and Hoihow 7th Sept., General.—A. R. Marty.

ANPING, Chinese steamer, 1,158, Stewart, 8th Sept.,—Shanghai 5th Sept., General.—C. M. S. N. Co.

ON SANG, British steamer, 1,787, J. Young, 8th Sept.,—Hongay 5th Sept., Coal.—Jardine, Matheson & Co.

RETRIEVER, British schooner, 96, Parker, 8th Sept.,—Honolulu 16th July, Ballast.—Order.

SUILLBERG, German steamer, 782, Meyer, 8th Sept.,—Canton 8th Sept., General.—Siemssen & o.

Clearances at the Harbour Office.

Wakasa Maru, Japanese str., for Singapore.
Anping, Chinese str., for Canton.
Ching Wo, British str., for Singapore.
Wonghoi, British str., for Swatow.
Hong Leong, British str., for Amoy.
Calchas, British str., for Shanghai.
Chihli, British str., for Shanghai.

Departures.

Sept. 8, *Formosa*, British str., for Singapore.
Sept. 8, *Trieste*, Austrian str., for Singapore.
Sept. 8, *Hue*, French str., for Hoihow.
Sept. 8, *Equatoria*, Belgian str., for Saigon.
Sept. 8, *Wingsang*, British str., for Canton.
Sept. 8, *Formosa*, British str., for Swatow.
Sept. 8, *Stentor*, British str., for Singapore.
Sept. 8, *Calchas*, British str., for Shanghai.
Sept. 8, *Fausang*, British str., for Saigon.
Sept. 8, *Nanchang*, British str., for Swatow.
Sept. 8, *Wakasa Maru*, Jap. str., for Singapore.
Sept. 8, *Hong Leong*, British str., for Swatow.
Sept. 8, *Anping*, Chinese str., for Canton.

Passengers Arrived.

Per *Ching Wo*, from Amoy—503 Chinese.

Per *Anping*, from Shanghai—Capt. Kemp, R.A., and 33 Chinese.

Per *Hailoong*, from Coast Ports—Mr. J. Focke, and 41 Chinese.

Departed.

Per *Diamante*, for Manila—Mr. E. Pugh, Miss Marcaida and servant, Messrs. N. D. Landuto, R. Romero, Miss Romero, Capt. Gissing, Mr. A. H. Lovett, Mr. and Mrs. Janes, Mr. and Mrs. Evenberg and child, Messrs. A. Chubb, J. Johnstone, S. O'Brien, N. McDavis, and 87 Chinese.

STEAMERS EXPECTED.

Names.	From.	Due
Laos	Saigon	To-morrow
Lightning	Singapore	Sept. 11th
Hohenzollern	Nagasaki	Sept. 11th
Preussen	Shanghai	Sept. 12th
Candia	Singapore	Sept. 12th
Glenfarg	Singapore	Sept. 12th
Riojun Maru	Kobe	Sept. 12th
Empress of Japan	Japan	Sept. 13th
Moyune	Singapore	Sept. 13th
Hongkong Maru	Japan	Sept. 14th
China	San Francisco	Sept. 22nd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	Destination.	Date.
Alesia	Havre, &c.	Sept. 14th
America Maru	San Francisco, &c.	Nov. 14th
Argyll	New York, &c.	Ok. desp.
Bayern	Straits, &c.	Nov. 8th
Belgian King	San Diego, &c.	Oct. 15th
Bellerophon	Samarang, &c.	Sept. 9th
Bengal	London, &c.	Sept. 16th
Candia	Japan	Sept. 18th
Canton	London	Sept. 21st
Carlisle City	San Diego, &c.	Sept. 15th
Carmarthenshire	San Diego, &c.	Nov. 15th
Challenger	New York	Ok. desp.
Chihli	Shanghai	Sept. 9th
China	San Francisco, &c.	Oct. 3rd
Coptic	San Francisco, &c.	Nov. 21st
City of Rio	San Francisco, &c.	Oct. 27th
Columbia	Portland, &c.	Sept. 23rd
Coptic	San Francisco, &c.	Nov. 4th
Coromandel	Shanghai	Sept. 15th
Doric	San Francisco, &c.	Oct. 10th
Emp. China	Vancouver, &c.	Oct. 25th
Emp. India	"	Nov. 22nd
Emp. Japan	"	Sept. 27th
Esmeralda	Manila	Sept. 12th
Futami Maru	Thursday Is., &c.	Sept. 29th
Gaelic	San Francisco, &c.	Sept. 16th
Glenogle	Victoria, B.C.	Oct. 17th
Hailoong	Swatow, &c.	Sept. 10th
Hongkong Maru	San Francisco, &c.	Sept. 23rd
Indrani	New York, &c.	Sept. 11th
Kanagawa Maru	Victoria, B.C.	Sept. 22nd
König Albert	Straits, &c.	Dec. 13th
Kweiyang	Tientsin (Direct)	Sept. 17th
Lennox	Victoria, B.C.	Nov. 4th
Maria Valerie	Shanghai	Sept. 14th
Monmouthshire	Victoria, B.C.	Oct. 7th
Nippon Maru	San Francisco, &c.	Oct. 19th
Nürnberg	Havre, &c.	Sept. 27th
Ping Suey	New York, &c.	Oct. 5th
Pisa	New York, &c.	Sept. 15th
Preussen	Straits, &c.	Sept. 13th
Prinz Heinrich	Straits, &c.	Dec. 27th
Pyrrhus	London	Sept. 16th
Riojun Maru	Marseilles, &c.	Sept. 21st
Rosetta	Japan	Sept. 16th
Sachsen	Singapore, &c.	Oct. 11th
Savoia	Havre, &c.	Oct. 15th
Serbia	Havre, &c.	Oct. 30th
Suevia	Havre, &c.	Oct. 19th
Suisang	Singapore, &c.	Sept. 11th
Sungkiang	Manila	Sept. 9th
Tacoma	Victoria, B.C.	Oct. 21st
Tamsui Maru	Swatow, &c.	Sept. 10th
Thyria	San Diego, &c.	Sept. 30th
Victoria	Victoria, B.C.	Sept. 12th
Yawata Maru	Japan	Sept. 23rd

NOT HEAVY TO HIM.

The man on the elephant's back is nothing to the elephant. The big beast doesn't mind him any more than one of those immense dray horses you see in London minds the brass ornaments on his harness. Yet on my back or yours the man would be a load; and, if fastened to a larks' wings, the little brasses would hold him to the earth.

Thus, we are reminded, my thoughtful friends, that there are no absolute facts. The burden depends on the back. Albeit Samson walked off with the gates of Gaza, an ordinary garden gate would, I am sure, prove all that we should want to lug. It follows that weight or heaviness can, as the advertisements say, "be supplied in a variety of styles."

When for example, Mr. Sidney Challanger mentions in a letter that at a certain period he was "heavy," he does not mean that he tipped the scales at a stone or two more than usual. His horse would have felt *that*, in case he rode one; but the truth is that at the time referred to he was actually under his proper weight by several pounds.

What he wants us to understand is that he was *heavy to himself*; it was not an increase of *weight* but an increase of *weakness*, having practically the same result. His explanation is that in the early part of 1890 he began to feel ill and out of sorts. He went about in a mazy way, feeling badly without knowing what the trouble was or how to account for it.

"I had," Mr. Challanger goes on to tell us, "a nasty taste in the mouth and no relish for my meals." But eat we all must, or starve; and eat *he* did. Not much, though. At best it was a forced business. Nothing tasted natural or good, and he took just enough to keep him going until the next meal time should come round.

"And even for that I had to suffer," he says. "After getting it down I had, almost immediately, a sense of fulness or distension at the stomach, and pain at the chest as if a bit of food had lodged there—which couldn't be."

No, nothing lodged anywhere. What there was of it went straight down into Mr. Challenger's stomach, where it at once began to ferment and produce a gas which caused the feeling of fulness, while the irritated nerves set up the pain. It was not too much food, but food not digested—food turned sour in the stomach—with the whole body behind it failing of the needed stimulus and nourishment of food, and wondering what the matter was. It was this state of matters that made him, to use his own words, "heavy, drowsy, and langnid."

Any river in England, after a long drought in summer, *looks* just as Mr. Challenger *felt*—heavy drowsy, and languid. And for an identical reason—the lack of necessary supplies. Wait an instant though! Don't miss the point.

The rain, when it comes, fills the river by a thousand little channels falling directly into it. Not so as to food and body. Between *them* is a process a mechanical, chemical and vital operation—digestion. Mark you that, and act accordingly. Whether in the sky or on the ground water is water—the same thing.

But food and body are not the same thing. The first must be transmuted into the second by the miracle called digestion; for of all God's ways in nature none is more awful, more amazing, more glorious. And, when impeded or overborne, none which punishes the interference more certainly and swift.

"I got little or no sleep," continues our friend, "and awoke in the morning tired out, as after a hard day's work. Presently I could hardly walk, for very weakness, and from time to time had to give up work altogether. No medicine helped me—and I tired plenty.

"After three wretched years of this, Mrs. Bird of Tallistorn, told my wife about Mother Seigel's Syrup, and through her, advised me to try it. She said my ailment was indigestion and the Syrup would cure it. And it did. One bottle greatly relieved me. I could eat freely, and food agreed with me. I persevered with the remedy, and got strong as ever. All the pain and heaviness left me, and I felt light and energetic, although I have gained in weight."—(Signed) SYDNEY CHALLANGER, Gladstone Villa, Cwm, near Waunllwyd, Mon., August 30th, 1898.—*Advt.*]

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*RIOJUN MARU ..... J. W. Ekstrand.....	VICTORIA, B.C. and SEATTLE, U.S.A., via KOBE and YOKOHAMA.	THURSDAY, 21st Sept., at 4 P.M.
KANAGAWA MARU ..... J. Mackenzie.....	MARSEILLES, SOUTHAMPTON, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 22nd Sept., at Noon.
YAWATA MARU ..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd Sept., at 4 P.M.
FUTAMI MARU..... J. Thom	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept., at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 4th September, 1899. [6

SOCIÉTÉ ANONYME DE TRAVAUX DYLE ET BACALAN

Capital: £ 300,000

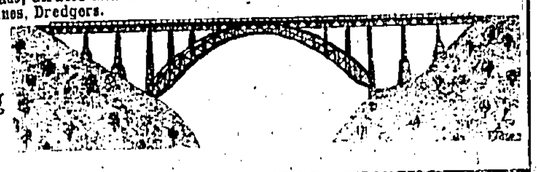
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FOR
Constructing and Working
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M. Oppenheimer & Co., Paris.

A WORD TO MOTHERS.

You do not always know the real cause of emaciated tendencies of your babies, or just why your children are thin and pale. You do not need to. What you want is a CURE for whatever ails them.

Scott's Emulsion

is endorsed by the whole medical profession as an ideal nourishment during growth. It contains the essential elements for increasing vitality, giving flesh, and making solid bones. It cures Rickets, Marasmus, and all Wasting Diseases, and makes the children robust, strong, and rosy. Prepared by SCOTT & BOWNE, Limited, London. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

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USED FOR OVER 20 YEARS.
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China,
LÜTGENS, EINSTMANN & Co.
Hongkong, 11th September, 1896. [19

Hotel.

WINDSOR HOTEL,

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELAVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.

MONTHLY RATES GIVEN NOW.

P. BOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899. [12

To be Let.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection.)
PROPERTY lately occupied by the Bowrington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES:—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD," MAGAZINE GAP.
No. 4, RIPON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12

TO LET.

ROOMS with or without BOARD, in GENTRAL POSITION. Summer Rates.
"H,"
c/o of this Office.
Hongkong, 17th May, 1899. [664a

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).
Apply to
Compradore Office,
E. C. HOCHAPFEL,
Hongkong, 23rd March, 1899. [398a

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION, WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE of CHINA:—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong. [38

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an
EXQUISITE TASTE.

Sole Agents for Hongkong:—
A. S. WATSON & Co.
Hongkong, 1st September, 1896. [37

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOBE.
Hongkong, 15th March, 1898. [42

THE LEADING CATERERS.

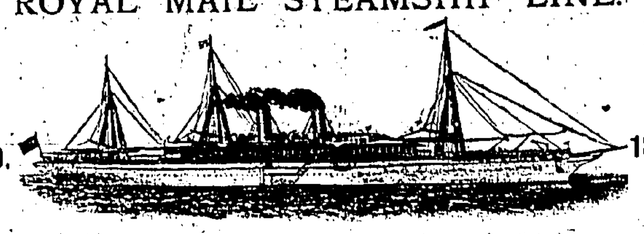
COMPARE OUR
MENU, BILLIARD TABLES and LIQUORS to all others.
THE GRILL ROOM.
Hongkong, 1st September, 1897. [39

NOTICE.

NIGHT SCHOOL for EUROPEANS, by an Ex-SCHOOLMASTER.
Terms moderate, for Particulars apply
"Z,"
c/o This Office.
Hongkong, 18th August, 1899. [1048a

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1899.  1899.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R.....WEDNESDAY, 27th Sept., 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R.....WEDNESDAY, 25th Oct., 1899.
EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent.
Pedder's Street. [3

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 23rd Sept., at Daylight.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 19th Oct., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 14th Nov., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 23rd September, at Daylight, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899. [1310

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI," "WUCHOW,"

will be despatched alternately from Messrs. DOUGLAS LAPRAIK & Co.'s WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS and FRIDAYS for WUCHOW, calling at KONG MOON, KAMCHUCK, SAMSHUI, SHUIHING and TAKHING.

Both Vessels have Superior Accommodation for Saloon Passengers.

Fares, including Sleeping Berth.

HONGKONG to SAMSHUI .....$ 5
HONGKONG to WUCHOW.....$10

Meals can be obtained on Board.

For further information, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st August, 1899. [1058a

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria...	3,502	J. Panton.....	Sept. 12.
Glenogle...	3,750	R. D. Jones.....	Oct. 17.
Tacoma ...	2,811	A. Dixon.....	Oct. 21.

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVIGATION COMPANY.

Columbia	2,976	Dobson ...	Sept. 23.
Monmouthshire	2,874	W.A.Evans	Oct. 7.
Lennox	3,677	Williamson	Nov. 4.

THE attention of Passengers is directed to the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.
Excellent accommodation. First-class Tables.—DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application, *Special rates allowed to members of Government Services.*

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to
DODWELL & CO., LIMITED.
General Agents.
Hongkong, 1st September, 1899. [4

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 16th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 2nd September, 1899. [5

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. I. American Ship

"CHALLENGER,"

shortly expected from MANILA, will load here for the above port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 28th July, 1899. [974a

Mails.

NORDDEUTSCHER LLOYD. (*Freight Service.*)

HAMBURG-AMERIKA LINIE. (*East Asiatic Service.*)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ALESIA..... Knuth	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	14th September.	Freight.
NURNBERG ..... V. Binzer	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 27th September.	Freight.
*SAVOIA ..... Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 11th October.	Freight and Passage.
SUEVIA ..... Förck	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 19th October.	Freight.
SERBIA..... Ostermann	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 30th October.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to
CARLOWITZ & Co.,
Agents.

981]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan PORTS and HONOLULU, The UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carlisle City.....	3,002	about	Sept. 15
Thyra.....	3,406	about	Sept. 30
Belgian King ...	3,379	about	Oct. 15
Carmarthenshire.	2,929	about	Nov. 15

THE Steamship

"CARLISLE CITY,"

will be despatched for SAN FRANCISCO and SAN DIEGO VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 15th September.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 31st August, 1899 [1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 3rd October, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Friday, 27th October, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Tuesday, 21st Nov., at Noon.

THE U. S. Mail Steamship

"CHINA,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 3rd October, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899. [1

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

Preussen	Wednesday	13th Sept.
Sachsen	Wednesday	11th Oct.
Bayern.....	Wednesday	8th Nov.
König Albert.....	Wednesday	13th Dec.
Prinz Heinrich...	Wednesday	27th Dec.
Preussen	Wednesday	10th Jan.
Karlsruhe	Wednesday	24th Jan.
Sachsen	Wednesday	7th Feb.
Hamburg	Wednesday	21st Feb.
Bayern.....	Wednesday	7th Mar.

ON WEDNESDAY, the 13th day of Sept., 1899, at 9 A.M., the Company's Steamship "PREUSSEN," Captain R. Heintze, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY, the 12th September, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th September. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 16th August, 1899. [1043a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Saturday, 16th Sept., at Noon.	
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 10th October, at Noon.	
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 4th Nov., at Noon.	

THE Company's Steamship

"GAELIC,"

will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 16th September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan, (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899. [1

FIRE AT SHANGHAI.

NINE HOUSES DESTROYED.

A fire broke out at a quarter past twelve on Sunday night in a tailor's shop next to Yih Dah's livery stables on the Seward Road. At first the flames were of the fiercest and, with the east wind, threatened to spread to the Chinese dwellings at the rear. However, the prompt arrival of the several brigades and a plentiful supply of water soon subdued the conflagration and by one o'clock it was practically extinguished. Two houses are totally destroyed and two partially. The property, as far as could be ascertained, was insured for Tls. 5,000, namely, Tls. 3,000 in the New Zealand and Tls. 2,000 in the South British Companies. A Chinese had a narrow escape. He was seen clinging to the parapet of the burning dwelling with in a few feet of the flames and fully exposed to the sparks and smoke. A ladder was in a few minutes brought to his feet but the man was panic-stricken and had to be brought down by one of the fire-men.

Later.—The number of houses totally destroyed in the fire on Sunday night amounted to nine. Three others were more or less damaged by fire and water, one of the latter being Yih Dah's livery stables. The property belonged to the Shanghai Land Investment Company and was insured for Tls. 6,000 in the China Fire Office. A native inmate of one of the houses had his leg broken by the stairs collapsing whilst he was endeavouring to escape. The origin of the fire is not yet known. It started in the shop of C. H. Tom, a native tailor for Europeans. He had only the week before taken delivery of a consignment of winter goods which were uninsured and totally destroyed, thus rendering his loss the more severe. The fire broke out again at about 8 a.m. on Monday, but was speedily extinguished by some of the members of the Hongkew Company, no alarm being necessary.—*N. C. D. News.*

GENERAL NIEH RESIGNS.

WISHES TO DRILL THE ARMY.

A Tientsin dispatch states that General Nieh, commanding the Left Army of the Wuwei Corps under the Generalissimo Jung Lu, and who is also Provincial Commander-in-Chief of Chihli, asked Viceroy Yü Lu recently to request permission from the Throne to resign the latter post in order to enable him (Nieh) to devote his whole time and attention to the drilling and welfare of the Left Army. This accords with the plan of the Generalissimo Jung Lu to draw all his principal Generals closer to his side, so as to be ready when a crisis arrives. It is stated that Viceroy Yü Lu at once memorialised the Throne on General Nieh's behalf and it is very probable that the request will be granted. The vacancy of the Provincial Commander-in-Chief will, it is further stated, be given to General Yang Yü-shu, another partisan of Jung Lu, and, incidentally, of Viceroy Yü Lu, who is a near relative of the Generalissimo and who has worked hand in hand with him in all questions of policy, since taking over the Chihli Viceroyalty in November of last year. As a matter of fact, it seems plain enough to all interested in the political intrigues and rivalries of Peking that Jung Lu has woven pretty successfully a military web around the capital which it will take his enemies all their strength, even at the present day, to break through. The Peking Field Force and other Manchu Banner organisations, who look upon Prince Ching as their legitimate chief, form the sole barrier between Jung Lu and absolute power.—*N. C. D. News.*

THE U. S. MINISTER'S TOUR.

The U.S.S. *Princeton* arrived at Shanghai on Saturday last from Tangku with His Excellency the U.S. Minister, Major E. H. Conger, and Mr. F. D. Cheshire, interpreter of the U.S. Legation at Peking. His Excellency put up at the U.S. Consulate-General and was to remain there for the week, when he proceeds in the *Princeton* to Ningpo, and will visit all the treaty ports down the coast to Canton, returning to Shanghai some time next month. The U.S.S. *Monocacy* will then convey him to the treaty ports on the Yangtze.

STORM WARNINGS AT PORT ARTHUR.

The Director of the Sicawei observatory writes to the *N. C. D. News* as follows:—

Most of the steamers plying along the Chinese coast are not yet aware that the Storm Warnings issued by the Sicawei Observatory have been for some time and will be henceforth regularly exhibited at Port Arthur. The signals are hoisted on a mast which has been fixed on the top of the Wanshoushan and are strictly in accordance with the well-known signal code. As this new extension of the China Coast Meteorological Service must be good news to the seafaring community, I trust you will kindly allow me to make it public through your widely read columns.

SHANGHAI GRIFFIN SALES.

During last week four auctions of griffins, which arrived per steamers *El Dorado* and *Esang*, were held by the Shanghai Horse Bazaar Co., Ld. The attendance on each occasion was large and the prices realised by the best lots high, the average for ponies sold being in excess of previous auctions. The following were the highest prices:—Wednesday,—Tls. 350, 260, 170, 150, 125, 100, 85, 80. Thursday,—Tls. 350, 230, 210, 155, 130, 125, 115, 110. Friday,—Tls. 375, 260, 175, 160, 155, 130, 120, 110, 100. Saturday,—Tls. 350, 250, 235, 200, 175, 160, 150, 105.

SINO-JAPANESE ALLIANCE.

With reference to the much talked of Sino-Japanese alliance, the *Ostasiatische Lloyd* opines that Japan approached China first on the subject, the main object of Japan being, in the event of a conflict with Russia, to transfer the field of battle to China. It appears that Japan has put forth her best efforts to convince Viceroy Chang Chitung that Russia would help China only on the condition of a great cession of territory, that Germany should be instructed on account of her action in Shangtung; that England promises much but does next to nothing; that France is of no account owing to her internal troubles, and that Japan is the only power which China could depend upon and able to reorganize her army and navy. It is said that the Viceroy was not very much impressed, but [illegible] all faith in Japan when he heard of her failure to float a loan on the London market. Consul-General Odagiri then transferred the sphere of activity to Peking, where he succeeded in winning over the Empress-Dowager and resulted in the despatch of the two secret commissioners to Tokyo. Signs are not wanting that if Japan succeeds in concluding the alliance, she will forthwith precipitate a crisis in Korea where the way is being paved, the ultimate object being to deal a death blow at the growing Russian ascendancy.

THE BRITISH AND RUSSIANS AT HANKOW.

Our Hankow correspondent writting on the 28th ultimo says:—My telegram of this date will have given you a fair idea of the phenomenal incident which has acted on our nerves like a galvanic shock. The British Government take such a decisive step as this? Impossible!" But a short walk to the old race-course convinced even the most sceptical, for there were the dozen stalwart tars with carbines, and complete field equippage, the tent erected on the driest spot and a fire burning cheerily at which they prepared their own food in the most business-like style. Wonderful! Could these really be the emissaries of that weak-kneed Government which had allowed patience to become a crime and brought contempt and contumely on the name of Britain? Surely, there they were, a very practical and business-like reality! At 9 a.m. on 26th which date should henceforth be a red-letter day in the English calendar, H.M.S. *Woodlark* slipped her moorings opposite the British Consulate, and dropped down river till she lay opposite the Russian Concession. A landing party of one officer and twelve sailors then disembarked, and landed at the steps on the Russian Concession, and marched straight to Messrs. Jardine's land on the old race-course. Some Russian policemen, who as usual were loafing round the Golf Club gate, vanished into thin air, and the sailors took possession, and set patrols to guard the fence. A number of coolies made their appearance simultaneously and the erection of the fence, which the Russians had stopped in such a high-handed manner, was leisurely proceeded with. At 10 a.m. to-day it was completed even to the road which is crossed by Jardine's property and where only sufficient space was left in the fence for traffic to pass. No interference was attempted by the Russian police, and that made it sufficiently clear that their previous action was merely a piece of bluff, that game of bluff which they have played so often with the British Government with such conspicuous success. At 10.30 a.m. the sailors had gathered up all their belongings, the patrols were called in, and responded at the double, and the blue-jackets marched back to the English Bund under the leadership of their gallant Captain. Thus ends the second act of the drama; or is it only a little comedy after all? Suppose a Russian gunboat is ordered up and sends a party ashore to pull that fence down again! The British Government appear to have put their foot down at last in what certainly seems an unmistakeable determination to keep it there. Will they on the first sign of opposition lift it again preparatory to an ignominious retreat? I am sure that all Her Majesty's loyal subjects in China most devoutly hope not, whatever the result may be!

The incident is ended for the present, but there are bound to be some curious developments, and I shall keep you posted as far as my imformation goes.

We learn that a wire to Hankow states that the dispute between the British and Russian Governments over Jardine's and other British owners' land at that port is to be submitted to arbitration. The unexpectedly firm standmade by the British Government on Friday and Saturday last has doubtless contributed to this satisfactory result, though we are informed through Russian channels that Russia was all along quite willing to submit the whole question to this mode of settlement. The point now is, who will be the arbitrator. But as the principle has been recognized by both sides we do not anticipate that there will be found any great difficulty in finding a satisfactory means for its application.—*China Gazette.*

THE SHANGHAI FIRE BRIGADE.

THE "DELUGE" EXHIBIT POINTS.

Shanghai, 1st September.

The experiments of the "Deluge" Company, in regard to the recently introduced, reducing coupling, as previously announced, proved highly successful on Wednesday night, and there is every reason to believe, that when the occasion demands, the efficiency of the innovation will be additionally and amply demonstrated. The Company played two steamers on the new Chapoo Road Bridge, fed from the hydrant opposite Messrs. Hall & Holtz's Godown, Soochow Road, and it was shown that the pressure on the delivery hose was ninety pounds, or fifty pounds in excess of the pressure on the Corporation main. Another trial was made direct from the hydrant, and the stream from the engine was from 20 to 30 feet more than that from the hydrant alone. The test was made under admirable circumstances, because only one hydrant was used, so that the capacity of the water mains was shown at the highest, among firemen it is universally conceded that two good streams are better than a dozen of mediocre strength. It is not the quantity of water used that has to be considered, so much as the way the volume is distributed, and the results of the practice were regarded in the highest favour by the heads of the Department. The idea of supplying direct from the engine was the suggestion of Mr. Kenneth Campbell, first assistant of No. 4, and the fact that the pressure, per square inch of delivered water was counted, at ninety pounds, shows the efficacy of the change. The engine, which is 23 years old, has had a gas connection fitted, and the water can be kept up to 150 degrees Fahrenheit. On Wednesday night a working pressure was developed in six minutes, which shows that the engine is not so obsolete as some would have us believe. The operations were witnessed with interest by quite a large gathering, amongst those present being Mr. L. Moore, the Chief Engineer of the Shanghai Fire Department, the foremen of the various companies, Mr. A. P. Wood, Chief Engineer of the Shanghai Waterworks Company, and many others. —*Shanghai D. Press.*

UNREST AND UNCERTAINTY IN PEKING.

PEKING, 31st August.

There is an ominous rumour that the members of Hanchun Banner organisations are dissatisfied at Prince Ching's open partiality for the Manchu and Mongol Banner organisations, the latter being given the highest posts, while the former are generally snubbed. The Empress Dowager's armour-plated three rooms in the palace are on the point of completion. It is conjectured that they are meant either to imprison some important personage, as a refuge for herself in case of an attack on the Palace, or for the purpose of securing her bullion and treasures. Four hundred magazine rifles, with accoutrements, were received at the Palace late the other night —stated to have been requisitioned from the Peking Field Force. The rifles came [illegible] largely used by theatrical troupes to hold dresses and paraphernalia, while the cartridges were packed in bags. Much secrecy was observed in the matter.

Note.—It is necessary here to explain that the Hanchun are descendants of the Chinese officers and troops who joined the Manchus in taking Peking. They are divided into eight Banners like the Manchus, who, however, look down upon them even to the present day. Apparently the leaders of Hanchun have thought the present a good opportunity to ask for their rights.—Ed. *N. C. D. News Cor.*

Entertainment.

REQUESTED BY EVERYBODY.

"AS YOU LIKE IT."

OPEN-AIR
VOLUNTEER PARADE GROUND.

TO-MORROW
(SATURDAY NIGHT),
September 9th.

JANET WALDORF'S COMPANY
and
MEMBERS A.D.C.

WELSH FUSILIERS' BAND.

MALE QUARTETTE.

BIG PRODUCTION.

PRICES:—
$1, $2 & $3.
All Soldiers and Sailors 50 cents.
Reserved Seats at ROBINSON PIANO CO.
Hongkong, 6th September, 1899. [1138a

Auctions.

GOVERNMENT NOTIFICATION.
No. 475.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 11th day of September, 1899, at 3 P.M., are published for general information:

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th August, 1899. [1130a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Tai Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
	Kowloon Inland Lot No. 915.		ft.	ft.	ft.	ft.		$	$
1		Tai Kok Tsui.	356	43	153	141·6	4,085·98	4,080	

GOVERNMENT NOTIFICATION.
No. 476.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 11th day of September, 1899, at 3.15 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th August, 1899. [1131a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3.15 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.E.	S.W.	S.E.	N.W.	Contents in Square feet.	Annual Rent.	Upset Price.
	Rural Building Lot No. 200.		ft.	ft.	ft.	ft.		$	$
2		Barker Road.	200	200	150	150	30,000	378	6,000

GOVERNMENT NOTIFICATION.
No. 477.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY,

the 11th day of September, 1899, at 3.30 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 26th August, 1899. [1132a

Particulars of the letting by Public Auction Sale, to be held on Monday, the 11th day of September, 1899, at 3.30 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
	Inland Lot No. 1,819		ft.	ft.	ft.	ft.		$	$
3		Queen's Road East (near Tai Wong Temple.	90	80	60	50	1,300	18	900

Shipping.

STEAMERS.

OCEAN STEAMSHIP COMPANY.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"BELLEROPHON,"

Captain Lyons, will be despatched TO-MORROW, the 9th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th September, 1899. [1129a

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI & VLADIVOSTOCK.

THE Company's Steamship

"CHIHLI,"

Captain Newcomb, will be despatched as above TO-MORROW, the 9th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th September, 1899. [1120a

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain S. Nagata, will be despatched for the above ports, on SUNDAY, the 10th instant, at Daylight.

For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 4th September, 1899. [1125a

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"

Captain Tadd, will be despatched as above on MONDAY, the 11th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 5th September, 1899. [1134a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

Captain Campbell, will be despatched as above on or about the 11th September.

For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 22nd August, 1899. [1065a

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"

Captain A. Fellner, will leave for the above places on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 6th September, 1899. [1137a

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROBT. M. SLOMAN & Co.—HAMBURG).

FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"PISA,"

Captain Fendt, will be despatched as above on FRIDAY, the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.

For Freight or Passage, apply to
CARLOWITZ & Co.,
Agents.

Hongkong, 30th August, 1899. [938a

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PYRRHUS,"

Captain Batt, will be despatched as above on SATURDAY, the 16th September.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 28th August, 1899. [1093a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on SUNDAY, the 17th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 5th September, 1899. [1135a

SHEWAN TOMES & CO'S. "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY,"

Captain C. de La Perrelle, will be despached for the above Port, on or about the 5th October.

For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 21st August, 1899. [1020a

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL,"

will be despatched for the above port and will be followed by

S.S. "JOHN SANDERSON" } At Intervals
S.S. "AFGHANISTAN"..... } of 2 weeks.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 7th September, 1899. [941a

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. JEYES' FLUID THE BEST DISINFECTANT. DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [11

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VALETTA,"

FROM LONDON, PORT SAID, SUEZ, BOMBAY, COLOMBO & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Arcadia*.

From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recongnised.

H. A. RITCHIE,
Superintendent.

Hongkong, 2nd September, 1899. [5

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CITY OF PEKING,"

are hereby notified that their Goods are at their risk being discharged into Lighters and or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from our Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 11th instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.

Hongkong, 4th September, 1899. [1-w 1

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's Steamship

"PAKLING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 13th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th instant.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Bills of Lading will be countersigned by
HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 4th September, 1899. [1124a

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"

having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 12th instant, *or they will not be recognised.*

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 5th September, 1899. [1118a

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON,"
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 13th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 6th September, 1899. [1127a

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship
"GAELIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN,
Agent.

Hongkong, 7th September, 1899. [2

Intimations.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED.)
57 & 59, QUEEN'S ROAD CENTRAL.

ALL KINDS OF
PROVISIONS, CUTLERY, BRUSHES, BROOMS, VINOLIA SOAPS AND SCENTS, FANCY GOODS, TOBACCOS AND CIGARETTES.

CHEAPEST HOUSE IN THE COLONY.

Hongkong, 5th September, 1899. [1389

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.
Branch Offices:—
LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.
Agencies:—
Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
K. HASEGAWA,
Manager.

Hongkong, 19th August, 1899 [45

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.,
Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 14th May, 1896. [19

F. CAZANOVE,
BORDEAUX.



GOLD MEDALS
Bordeaux, 1882. Paris, 1889.

LIQUOR
OF THE REVEREND FATHER
A. KERMANN.

This ELIXIR is employed with success to restore the FORCES of the STOMACH and FACILITATES the DIGESTION.

TONIC WINE
Of the Rev. Father A. KERMANN
MOKA-KINA of Dr. GOLZ.
CREME DE MANDARINE.
AVELINE ANISETTE SUPERFINE.

Apply to
LAENDLER & Co., Paris.

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 8th March, 1899. [18a

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

KELAT, British ship, John Hughes.—Standard Oil Co.

Intimations.

THE NEW FRENCH REMEDY.

THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and throughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/9 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila. [96

DUMMY & Co
CHAMPAGNE
EXTRA DRY
Carte D'Or — Carte Blanche
Sec — Sillery
Chateau de — Demi Sec — Charmist

M. OPPENHEIMER & Co., Paris.

LET'S ALL COME to YEE [illegible] STUDIO at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [596a

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN Ice House Road.

IS now in a position in his New and Commodious Premises to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.
GROUPS AND VIEWS a speciality.
Hongkong, 2nd September 1898. [45

SIEH TING,
SURGEON DENTIST.
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43

SANTAL MIDY
CURES
obtained from the best Mysore wood. Unlike the ... is a ... dal oil of the Bazars, it is superior to Copaiba, Cubeb, or Injections, and causes no inconvenience.
Beware of imitations.
Each tiny Capsule bears the name MIDY
8, RUE VIVIENNE, PARIS

The Share Market.

LATEST QUOTATIONS.
(September 8th.)

Banks.

Hongkong and Shanghai Banking Corporation—353 per cent. prem.
The Bank of China & Japan, Ld.—(Preference) nominal.
The Bank of China & Japan, Ld.—(Ordinary) £1 buyers.
The Bank of China & Japan, Ld.—(Deferred)—£5.5 buyers.
National Bank of China, Ld.—$26 buyers.
Do. Do. —$26 buyers.

Marine Insurances.

Union Insurance Society of Canton, Ld.—$260.
China Traders' Insurance Co., Limited—$63½.
North China Insurance Co., Ld.—Tls. 200.
Yangtsze Insurance Assoc. Ld.—$122½.
Canton Insurance Office, Ld.—$150.
Straits Insurance Co., Ld.—$6.

Fire Insurances.

Hongkong Fire Ins. Co., Ld.—$320.
China Fire Ins. Co., Ld.—$88½.

Shipping.

Hongkong, Canton, & Macao Steamboat Co., Limited—$31½.
Indo-China Steam Navigation Company, Ld.—$71.
China and Manila S.S. Co., Ld.—$91.
Douglas Steamship Co., Ld.—$52.
China Mutual S. N. Co., Ld.—(Preference)—£9.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£5.10 buyers.
China Mutual S. N. Co., Ld.—(Ordinary)—£3 buyers.
Star Ferry Co., Ld.—$18½.

Refineries.

China Sugar Refining Co., Ld.—$148 ex div.
Luzon Sugar Refining Co., Ld.—$54.

Mining.

Punjom Mining Co., Ld.—$9½.
Do. Preference Shares—$2.
Société Française des Charbonnages du Tonkin—$240.
Queen Mines, Limited—$0.50.
Jelebu Mining and Trading Co., Ld.—$13.
Raub Alian Gold Mining Co., Ld.—$63½.
Olivers Freehold Mines, Ld.—(A) $11.
Olivers Freehold Mines, Ld.—(B) $7½.
Great Eastern and Caledonian Gold Mining Co., Ld.—$3.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ld.—550.
Hongkong and Kowloon Wharf and Godown Company, Limited—$100.
Wanchai Warehouse and Storage Co., Ld.—$45.
New Amoy Dock Co., Ld.—$17.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ld.—$10.
Hongkong Land Investment and Agency Co., Ld.—$115.
Kowloon Land and Building Co., Ld.—$29.
West Point Building Co., Ld.—$35.
Hongkong Hotel Co., Ld.—$134 buyers.
Humphrey's Estate and Finance Co., Ld.—$10.

Miscellaneous.

Green Island Cement Co., Ld.—$30.
China-Borneo Co., Limited—10.
A. S. Watson & Co., Limited—$16½.
Hongkong Electric Co., Limited—$13.
Hongkong and China Gas Co., Ld.—$130.
Hongkong Rope Manufacturing Co., Ld.—$190.
Geo. Fenwick & Co., Ld.—$42½.
Hongkong Ice Co., Ld.—$130.
Hongkong High-Level Tramways Co., Ld.—$145.
Dairy Farm Co., Limited—$6.
Hongkong & China Bakery Co., Ld.—$25.
Campbell, Moore & Co., Ld.—$15.
Bell's Asbestos Eastern Agency, Limited—£1 nominal.
Bells Asbestos Eastern Agency, Ld.—$5.
Carmichael & Co., Limited.—$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ld.—$70.
Ewo Cotton Spinning & W. Co., Ld.—Tls. 70.
International Cotton M'fg. Co., Ld.—Tls. 75.
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.—Tls. 75.
Soy Chee Cotton Spinning Co., Ld.—Tls. 350.
Yahloong Cotton Spinning Co., Ld.—Tls. 55.
Tebrau Planting Co., Ld.—$4 per share.
Tebrau Planting Co., Ld.—$5.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Rialto."

EXCHANGE.

Hongkong, 8th September.

ON LONDON,	Telegraphic Transfer	1/11¼
,,	Bank Bills, on demand	1/11 5/16
,,	Credits, 4 months' sight	1/11 11/16
,,	D'ments, 4 months' sight	1/11 13/16
ON BERLIN,	(demand)	M. 1.98½
ON PARIS,	Bank Bills, on demand	2.45⅛
,,	Credits, 4 months' sight	2.49
ON NEW YORK,	Bank Bills, on demand	47⅞
,,	Credits, 30 days' sight	48⅜
ON BOMBAY,	Telegraphic Transfer	145
,,	On demand	145⅜
ON SHANGHAI,	Telegraphic Transfer	72¾
,,	Private, 30 days' sight	73⅜
ON YOKOHAMA,	T.T.	5 per cent. prem.
Sovereigns,	Bank's Buying Rate	$10.12
Gold Leaf	100 touch, per tael	$53.15
Bar Silver		27 3/16
Dollars		2⅜ per cent. prem.

OPIUM QUOTATIONS.

Hongkong, 8th September.

New Patna	850	per chest.
New Benares	830	,,
New Malwa	750/770	per picul.
Old Malwa	780/840	,,
Persian, paper tied	670/750	,,

VISITORS AT THE HONGKONG HOTEL.

Capt. and Mrs. Aitken and 2 children	Mr. Leon A. Lévy
Mr. J. H. Aitken	Mr. J. Y. Mayston
Mrs. John Angus	Mrs. McLennan
Mr. W. Armstrong	Mr. and Mrs. F. de Menezes
Mr. W. S. Bailey	Mr. F. Mooney
Mr. B. J. Barlow	Mr. Frank Murison
Mrs. F. E. Beatty and 2 children	Mr. A. H. Myers
	Mr. R. A. Naphegyi
Mr. and Mrs. A. H. Bottenheim	Mr. C. S. Nicholson
	Mr. A. C. Van Nierop
Mr. J. W. Brown	Mr. and Mrs. Nolker
Mr. T. F. Burgdorff	Mr. J. J. O'Neill
Mr. A. B. Carter	Mr. J. P. O'Neil
Mr. R. Colegrove	Mr. W. Parfitt
Mrs. W. E. Creary	Mr. Perez
Miss K. C. Creary	Mr. J. C. Perry
Mr. H. E. Creary	Mr. H. L. Price
Mr. P. C. Denroche	Mr. G. E. Richardson
Mr. A. Docter	Mr. S. J. Robins
Mr. C. B. U. Dodd	Mr. & Mrs. C. Robinson
Mr. D. Earnshaw	Mr. and Mrs. J. G. Schlieman
Mr. A. S. Ellam	Mr. H. Simmins
Mr. L. L. Etzel	Mr. C. Smith
Mr. and Mrs. Ferreira	Mr. A. J. Hamilton Smythe
Mr. & Mrs. F. Funston	Mr. A. Spagnolo
Mr. K. Gadelius	Mr. Jules Thiemonge
Mr. & Mrs. K. Gibson	Mrs. C. Thomas
Capt. Goddard	Mr. A. Traval
Mr. R. J. Hall	Mr. R. H. Tuckwell
Mr. C. Henderson	Mr. W. Ulines.
Mrs. Hillman	Mr. F. Vetch
Mr. J. Van de Hoeft	Mr. B. T. Walling
Mr. T. Howard	Mr. R. A. Warren
Mr. C. S. Huffman	Capt. J. N. Watson
Mr. Wm. K. Hughes	Mr. and Mrs. A. W. Whitlow
Mr. C. Ingenold	Mr. and Mrs. F. H. Whitman
Mrs. Jackson	Mr. and Mrs. Bagnall Wild
Mr. F. B. Jacob	Mrs. J. Williamson
Major and Mrs. Jefireys	
Mr. and Mrs. Joseph	
Mr. and Mrs. Kiene	
Mr. Kinghorn	
Mr. J. Kirkwood	
Mr. E. A. Leggatt	

VISITORS AT THE WINDSOR HOTEL.

Mr. J. M. Bayot	Mr. H. Holmes
Mr. Maron M. Bela	Mr. L. Jaguim
Mr. Fred. Collins	Mr. & Mrs. J. Kennedy
Miss Marie Collins	Mr. W. D. Norten
Mr. C. Cron	Mr. and Mrs. Oria and children
Mr. and Mrs. Curtis and children	Mr. M. Pardo
Mr. Foster	Mr. H. Rees
Mr. M. Dela Garvia	Mr. and Mrs Reyes and children
Mr. Jose Gouzalex	Mr. and Mrs. Robinson
Mr. Ch. Hockmeyer	Mr. E. J. Young
Mr. G. C. Hodsdon	

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S. Beede	Colonel E. H. Gorges
Mr. and Mrs. Lionel Boyle	Staff-Surgeon and Mrs. W. E. Home
Mr. H. F. R. Brayne	Mr. H. U. Jeffries
Mr. P. Bure	Major G. R. St. John
Mr. and Mrs. F. G. Collins	Capt. F. Koford
Capt. van Corbach	Mr. J. Lamke
Mr. and Mrs. E. C. Dalton	Mr. J. E. Lee
Mr. G. H. Dann	Mr. C. W. Longuet
Mr. and Mrs. W. H. T. Davis and child	Mrs. C. W. Longuet
Mr. A. L. Denison	Mr. R. Mitchell
Mr. P. Dow	Mr. J. Von Oertzen
Mr. A. Spencer Ellam	Lt.-Col. The O'Gorman
Col. G. J. H. Evatt	Dr. Marx. Peters
Mr. J. S. Ezekiel	Hon. H. E. Pollock
Mr. R. M. Ezekiel	Capt. H V. Prynne
Mr. A. Forbes	Mr. A. Reed
Lt.-Col. A. R. Fraser	Comdr. R. M. Rumsey
Lieut. R. P. Hobson, U.S.N.	Mr. A. Sinclair
	Mr. A. Findlay Smith
	Mr. A. G. Stokes
	Mr. A. P. Stokes
	Mr. G. H. Wheeler

CRAGIEBURN.

Bishop Burdon	Hon. and Mrs. R. D. Ormsby
Rev. F. Flynn, R.N.	Mr. A. J. Richardson
Mrs. Horder	Mrs. Rolfe
Govt. Civil Hospital Sisters	Mr. Hugo Silvestri
Mrs. E. Jones and family	Capt. C. B. Simmonds, R.A.
Major S. S. Long, D.A.A.G.	Mrs. Simmonds
Major M. M. Morris, R.A.	Mr. and Mrs. W. E. Turner
Mrs. Morris	Consul Valpicelli
Miss Ormsby	Madame Valpicelli

VESSELS IN PORT.

Steamers.

AIRLIE, British steamer, 2,500, W. Clyma, 4th Sept.,—Sydney 14th Aug., Newcastle 15th, Brisbane 19th, and Thursday Island 25th, General.—Gibb, Livingston & Co.
BELLEROPHON, British steamer, 1,318, Lyons, 25th Aug.,—Java 6th Aug., and Singapore 18th, Sugar.—Butterfield & Swire.
BENVENUE, British steamer, 1,467, J. Porter, 5th Sept.,—Foochow 3rd Sept., General.—Gibb, Livingston & Co.
CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.,—Moji 2nd Aug., General.—Butterfield & Swire.
CHIHLI, British steamer, 1,158, Newcomb, 7th Sept.,—Canton 7th Aug., General.—Butterfield & Swire.
CHOWTAI, British steamer, 1,115, T. W. Groves, 1st Sept.,—Bangkok and Koh-si-chang 25th Aug., Rice and General.—Yuen Fat Hong.
ERNEST SIMONS, French steamer, 2,162, Durrande, 7th Sept.,—Shanghai 5th Sept., Mails and General.—Messageries Maritimes.
ESMERALDA, British steamer, 966, R. W. Cobban, 22nd Aug.,—Manila 19th Aug., General.—Shewan, Tomes & Co.
GAELIC, British steamer, 2,691, Wm. Finch, R.N.R., 6th Sept.,—San Francisco 9th Aug., Honolulu 16th, Yokohama 29th, Kobe 30th, Nagasaki 1st Sept., and Shanghai 4th, Mails and General.—O. & O. S. S. Co.
HINSANG, British steamer, 1,536, M. Crockett, 6th Sept.,—Java and Samarang 27th Aug., Sugar.—Jardine, Matheson & Co.
INGRABAN, German steamer, 894, E. F. Piper, 5th Sept.,—Sourabaya 25th Aug., Sugar.—Sander, Wieler & Co.
JOHN SANDERSON, British steamer, 2,089, J. Erskine, 6th Sept.,—Singapore 30th Aug., General.—Dodwell & Co.
LEGAZPI, Spanish steamer, 565, Antonio Tribar, 4th Sept.,—Manila 1st Sept., General.—Order.
LOYAL, German steamer, 1,237, Lorenzen, 6th Sept.,—Canton 6th Sept., Ballast.—Sander, Wieler & Co.
MAUSANG, British steamer, 1,643, J. Kynock, 27th Aug.,—Sandakan 20th Aug., Timber.—Jardine, Matheson & Co.
MENMUIR, British steamer, 1,980, S. J. George, 1st Sept.,—Sydney 3rd Aug., via Townsville, Thursday Island and Port Darwin 15th, and Manila 30th, General.—Gibb, Livingston & Co.
PAKSHAN, British steamer, 1,235, J. Jenkins, 6th Sept.,—Saigon 1st Sept., General.—Bradley & Co.
PHRA CHULA CHOM KLAO, British steamer, 1,012, B. Pigot, 29th July,—Bangkok 25th July, General.—Yuen Fat Hong.
PHRA NANG, British steamer, 1,021, A. S. Calder, Sept.,—Bangkok 28th Aug., and Swatow 4th Sept., Rice.—Yuen Fat Hong.
PROGRESS, German steamer, 687, P. Brandt, 5th Sept.,—Touron 3rd Sept., General.—Chinese
SANDAKAN, German steamer, 1,374, E. Muhle, 2nd Sept.,—Sandakan 28th Aug., Timber.—Melchers & Co.
SUISANG, British steamer, 1,776, E. J. Todd, 24th Aug.,—Calcutta via. Penang and Singapore 18th Aug., Opium and General.—Jardine, Matheson & Co.
SUNGKIANG, British steamer, 1,021, C. B. N. Dodd, 3rd Sept.,—Manila 1st Sept., General.—Butterfield & Swire.
TARTAR, British steamer, 2,768, H. Pybus, R.N.R., 6th Sept.,—Manila 3rd Sept., Ballast.—C. P. R. Co.
TAIYUAN, British steamer, 1,459, R. Nelson, 3rd Sept.,—Melbourne 22nd July, Sydney 29th, Brisbane 1st Aug., Townsville 4th, Cooktown 6th, Thursday Island 13th, Port Darwin 17th, and Manila 31st, General.—Butterfield & Swire.
TAMSUI MARU, Japanese steamer, 1,075, S. Nagatz, 7th Sept.,—Amoy and Swatow 6th Sept., General.—Mitsui Bussan Kaisha.
WONGKOI, British steamer, 1,115, E. E. McLellan, 2nd Sept.,—Saigon 29th August, Rice.—Chinese.

Sailing Vessels.

GOVERNOR ROBIE, American ship, 1,627, Nichols, 21st Aug.,—New York 5th May, Kerosine Oil.—Standard Oil Co.
HUTTON HALL, British ship, 1,989, Thurber, 5th Sept.,—Tacoma 25th June, Flour.—Order.
JOSEPHUS, American ship, 1,547, P. Gilkey, 30th Aug.,—New York 25th April, Case Oil.—Standard Oil Co.
SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast.—Order.
ST. DAVID, American ship, 1,400, Lyons, 16th Aug.,—San Francisco 3rd June, Flour.—Order.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, September 8th, 1899.

Alacrity, despatch vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. E. J. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Montgomerie, C.B., R.N., Hongkong.
Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, cruising.
Centurion, 1st class battleship, 10,900 tons, 14 guns, 13,000 i.h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, cruising.
Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut-Comdr. C. Chadwick, Shanghai.
Fame, twin screw, torpedo-boat destroyer, 402 tons, 5,400 i.h.p., Lieut.-Com. R. Keyes, cruising.
Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.
Hermione, 2nd class cruiser, 4,360 tons, 9,000 i.h.p., 18 guns, Capt. G. Callaghan, cruising.
Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.
Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, cruising.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, cruising.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Hongkong.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. P. S. St. John, Manila.
Phœnix, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Com. R. P. Cochran, Singapore.
Pigmy, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Shanghai.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. S. V. Y. De M. Cowper, Foochow.
Powerful, 1st class cruiser, 14,200 tons, 25,000 i.h.p., Hon. H. Lambton, Hongkong.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 i.h.p., Lieut.-Com. The Hon. G. A. Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, cruising.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 i.h.p., Lieut-Comdr. E. Kelly, cruising.
Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.
Kaiserin Elizabeth, Austrian cruiser, 4,064 tons, 9,000 i.h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Macao.
Marco Polo, Italian cruiser, 2,879 tons, Captain Ed. Incaronato, en route Singapore.
Strombali, Italian cruiser, 3,359 tons, Captain Cantantnis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Aleout, Russian gunboat, 810 tons, 8 guns, 760, h.p., Captain Elkisky, at Vladivostock.
Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witthofft, at Vladivostock.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff at Vladivostock.
Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Aathur.
Koreyetz, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serebriamikoff, at Port Arthur.
Kreysser, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskey, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaioff, at Vladivostock.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Captain Tenriche, at Vladivostock.
Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.
Pamiat Azova,* Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Virenins, at Vladivostock.
Rossia, Russian armourd cruiser, 12,200 tons, Capt. Domojiroff, at Port Arthur.
Rurik,† Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Vladivostock.
Sissoi Veliky, Russian battleship, 10,000 tons, 10 guns, 8,500 i.h.p, Capt. C. Parenayo, at Port Arthur.
Sivootch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomaky, at Port Arthur.
Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Vladivostock.
Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogulf, at Vladivostock.
Yakout, Russian gunboat, 16 guns, 890 h.p., at Vladivostock.
Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Nargen, Russian torpedo boat, 85 tons 4 guns, 2,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.
Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sistk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpion, Russian torpedo boat, 23 tons, 1 gun. 220 h.p., 16 knots.
Sootchina, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Aspic, French gunboat, 463 tons, 6 guns, 453 h.p., Captain Journet, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannht, at Yokohama.
Beautemps-Beaupre, French cruiser, 1,246 tons, 14 guns, 895 h.p., Captain Ternet, at Chefoo.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 i.h.p., at Saigon.
Comète, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 i.h.p., Captain Bernard, at Nagasaki.
Eclaireur, French cruiser, 1,608 tons, 15 guns, 2,408 i.h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns, 2,764 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 i.h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 i.h.p., Capt. de Bretizel, at Manila.
Pluvier, French despatch-boat, 545, tons, 4 guns, 500 h.p., Comdr. Videl, at Bangkok.
Surprise, French gunboat, 627 tons, 10 guns, 860 i.h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 24 guns, 2,400 h.p., Capt. B. de Brotizel, at Saigon.
Vouban, Franch flagship, 6,150, Capt. Boutet at Haiphong.
Vipère, French gunboat, 463 tons, 6 guns, 441 h.p., Comdr. Constolle, at Bangkok.
† Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.

Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brussatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehenius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 5,360 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obenteimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 i.h.p., Captain Gulich, at Manila.
Kaiser, German, flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetton, at Amoy.
Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiaochow.
† Flagship of Rear-Admiral von Diederichs.
* Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.

Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,030 h.p., Capt. Whiting, at Nagasaki.
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666, i.h.p., Capt. W. H. Whiting, at Manila.
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt.-Com. J. B. Briggs, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,988 h.p., Comdr. W. T. Swinburne, at Manila.
Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lieut.-Comdr. N. T. Houston, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. Frederic Singer, at Manila.
Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. H. E. Nichols, at Manila.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.
Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila.
Nanshan, U.S. collier.
Oregon, U.S. 1st class battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. A. S. Barker, at Manila.
Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p. Comdr. C. C. Cornwell, at Manila.
Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. C. H. West, at Manila.
Yorktown, U.S. gunboat, 1,700 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.
Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. R. P. Leary, at Manila.
Zafiro, U.S. dispatch-vessel.

Post Office.

A Mail will close:—

For Shanghai and Vladivostock—Per *Chihli* to-morrow, the 9th instant, at 9 A.M.
For Samarang and Sourabaya—Per *Bellerophon* to-morrow, the 9th instant, at 10 A.M.
For Europe, &c., India, via Tuticorin—Per *Ernest Simons* to-morrow, the 9th instant, at 11 A.M.
For Touron and Quinhon—Per *Progress* to-morrow, the 9th instant, at 2 P.M.
For Manila—Per *Sungkiang* to-morrow, the 9th instant, at 2 P.M.
For Swatow, Amoy and Tamsui—Per *Tamsui Maru* to-morow, the 9th instant, at 5 P.M.
For Swatow, Amoy and Tamsui—Per *Hailoong* to-morrow, the 9th instant, at 5 P.M.
For Bangkok—Per *Chowtai* on Sunday, the 10th instant, at 9 A.M.
For Swatow, and Bangkok—Per *Phranang* on Sunday, the 10th instant, at 9 A.M.
For Singapore, Penang and Calcutta—Per *Suisang* on Monday, the 11th inst., at 11 A.M.
For Samarang and Sourabaya—Per *Hinsang* on Monday, the 11th instant, at 3 P.M.
For Manila—Per *Esmeralda* on Tuesday, the 12th instant, at 3 P.M.
For Europe, &c., India, via Tuticorin—Per *Preussen* on Tuesday, the 12th inst., at 5 P.M.
For Sandakan—Per *Mausang* on Thursday, the 14th instant, at 2 P.M.
For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Gaelic* on Saturday, the 16th inst., at 10.45 A.M.
For Europe, &c., India, via Tuticorin—Per *Bengal* on Saturday, the 16th inst., at 11 A.M.
For Nagasaki, Kobe and Yokohama—Per *Rosetta* on Saturday, the 16th instant, at 3 P.M.
For Tientsin—Per *Yiksang* on Monday, the 18th instant, at 3 P.M.
For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of Japan* on Wednesday, the 27th inst., at 11 A.M.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 30 guns, 14,000 h.p., at Yokohama.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Nagasaki.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., Yokohama.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Manila.
Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Nagasaki.
Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Shimazu.
Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.
Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kobe.
Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p.
Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Chefoo.
Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p.
Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Manila.
Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p.
Suma, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p.
Idsumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p.
Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p.
Akitsushima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.
Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.
Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630 h.p.
Tsukushi, 3rd class, 1380 tons, 12 guns, 2,887 h.p.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p.
Katsuragi, 1,480 tons, 10 guns, 1,600 h.p.
Yamato, 1,480 tons, 10 guns, 1,600 h.p.
Tenriu, 1,550 tons, 10 guns, 1165 h.p.
Kaimon, 1,360 tons, 10 guns, 1,125 h.p.
Amagi, 1,030 tons, 13 guns, 720 h.p.

Gunboats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Kanko
Akagi, 620 tons, 10 guns, 700 h.p., at Chefoo.
Atago, 620 tons, 10 guns, 700 h.p.
Maya, 620 tons, 10 guns, 700 h.p.
Chiokai, 620 tons, 10 guns, 700 h.p., at Fusan
Soko, 572 tons, 4 guns, 400 h.p.
Iwaki, 600 tons, 6 guns, 400 h.p.
Chinto, 490 tons, 5 guns 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes 5,500 h.p.

Torpedo-boats.

Ikadusch, Japanese torpedo-boat destroyer 331 tons, Comdr. I. Ishida, Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons 10 guns, 520 h.p. (used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns. (used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.)

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 2,260, J. Dick,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.
Powan, British steamer, 1,890, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,235, C. V. Lloyd,—Butterfield & Swire.
Hoi-tong, Chinese steamer, 409 tons, Captain Austen,—Chi Wo & Co.
Tai-on, British steamer, 728, Goblouski,—Tai On Steamship Co.
Chun Wai, British steamer,—Kwong Wan S.S. Co.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E Clarke,—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 108, Morrison,—Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, Holmes,—China Merchant Steam Navigation Co.

Canton and West River.

Lungkiang, British steamer, 108, J. J. Lossieres,—Hongkong, Canton, and Macao Steamboat Co.
City of Whampoa, Chinese steamer, 40,—Ah Yon.
Sun Chow, Chinese steamer,—Ah Yon.

Hongkong and West River.

Sai-kong, British steamer, 259, Kwong Wang Steamship Co.
Cheung Kong, Y. Kun, 58,—Kwong Wan S.S. Co.
Lil, American lorcha.
Wuchow, British steamer, H. D. Thomas,—Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.
Samshui, British steamer, Summers,—Hongkong, Canton Macao Steamboat Co., J. M. & Co. and B. & S.

Lorchas and Schooners.

Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,—Hung Kum Sing.

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